

Rate-support grant is curbed by 1 per cent

The Government demonstrated its determination to restrain local government spending by announcing yesterday a cut of 1 per cent, to 65.5 per cent, in the grant it will pay next year towards councils' total expenditure. Despite that, however, in cash terms its grant will rise by £1,418m to £6,852m.

Cash to offset inflation limited to £480m

By Christopher Warman
Local Government Correspondent
The Government announced yesterday its decision on local government spending for next year, emphasizing its determination to obtain restraint by reducing in percentage terms its grant to local authorities instead of this year's 65.5 per cent, the Government will reduce what otherwise would have been its grant by about 100m.

Despite that percentage cut, however, the grant will be increased by £1,418m, from £5,434m to £6,852m.

Mr Crosland, Secretary of State for the Environment, announcing details of the grant, said the percentage reduction would have to be covered by extra cash councils can be granted to offset inflation.

By paying a rate-support grant of 65.5 per cent of the total relevant expenditure instead of this year's 65.5 per cent, the Government will reduce what otherwise would have been its grant by about 100m.

Mr Crosland said the grant would be increased by £1,418m, from £5,434m to £6,852m. This is a transport supplementary grant and £3.1m a national supplementary grant.

Introducing the settlement, the minister said: "The situation is very different from that of a year ago. Last year local authorities were in a difficult position. This year, due to the generous settlement in 1975-76 and the fact that their financial position is much sounder, the £480m provided for pay and price increases next year and a 'ceiling' Mr Crosland emphasized. All extra spending would have to come from that provision.

However, despite that firmness, there is a loophole. If the Government's counter-inflation policy does not result in the predicted decline in the rate of inflation, the local authorities will be able to go back to the Government to ask for more.

That was a necessary provision, he said.

Continued on page 2, col 2

Tories back policy to beat inflation

By Hugh Noyes
Parliamentary Correspondent
Westminster
The Government's fight to beat inflation was strongly supported in the Commons yesterday from the Conservative front bench.

Mr Norman Fowler, Opposition spokesman on the social services, clearly speaking with the support of his Shadow Cabinet colleagues, told MPs that the greatest challenge facing Britain was inflation. He pledged: "The Conservative Party will not support any attempt from any quarter to break the Government's counter-inflation policy."

When the pay policy was going through Parliament, the Conservative Party abstained in the division lobbies.

Mr Fowler was speaking in the context of the junior hospital doctors' dispute. He did not absolve Mrs Castle and her department from having mis-handled negotiations, but made clear that a strike by the junior doctors would not have Conservative Party support. He urged the Prime Minister to intervene personally, as he had done before with railwaymen, seamen and the Liverpool dockers.

A new atmosphere was needed to replace the deadening one, he said, and Mr Wilson should concede that the Prime Minister's view was that intervention should be a last resort, but he suggested that that stage had been reached.

Mr Fowler appealed to senior doctors not to continue with their proposal for industrial action over their dispute on pay beds in the National Health Service. He promised that the next Conservative government would repeal any legislation to abolish pay beds from the NHS, but doctors should accept that Parliament was the place to carry on the fight.

The Conservatives did not support action outside Parliament, but he pledged that his party would fight the Government's policy in Parliament with every legitimate weapon.

Mrs Castle, opening the debate, had told MPs that the junior doctors' dispute was linked to the fight against inflation. Because of the claim that the Government's arithmetic was faulty in calculating the £2m available for distribution, she had offered the doctors on Thursday an independent audit.

The audit, she said, would be for the most part leaving the Labour back benches empty.

Protests have been made by the Parliamentary Labour Party, Secretary of the Labour Party, Mr Ron Hayward, general secretary of the Labour Party, and individual MPs and trade unionists at the decision to send Lord Shepherd, the Lord Privy Seal and leader of the House of Lords, to Madrid.

The MPs discovered yesterday that the Government did not intend to budge on its decision and they decided to state their opposition. Mr James Well-bell, Erith and Belvedere (Barry), said: "We hope that the message has now got firmly home to the Cabinet ministers. If they are not prepared to resign, account of backbench feeling, they cannot, in all circum-

Mr Heath's formula for Britain's economic survival

From Peter Nichols
Rome, Nov 21
Mr Edward Heath, the former leader of the Conservative Party, said today that Britain's economic survival depended on the success of private enterprise. Yet private enterprise did not enjoy the positive and enthusiastic backing of the majority of British people, he told a meeting in Rome on the future of capitalism.

The reason for this, in Mr Heath's view, was that all too often the case for private enterprise was put so stridently that it came across as a defence of the rather crude values of early capitalism. It was felt necessary to do this in order to answer the equally crude case for extreme socialism. In fact, both

were outmoded concepts bearing little relationship to the requirements of modern industrial life.

What characterized early capitalism was the ruthlessness of its acquisitive instinct. In the stampede to make vast fortunes quickly other values were trampled under foot. The basis of early capitalism was gross inequality, he told the conference.

His partners in the debate were Mr Francesco Altimari, secretary of the French Socialist Party, Signor Giorgio Amendola, a leading Italian Communist, Signor Guido Carli, a former governor of the Bank of Italy, Signor Giuseppe Petrilli, chairman of IRI, the Italian state holding company.

Signor Franco Martelli, director-general of the Italian confederation of industry, and Signor Francesco Forte, a leading economist.

In attempting to place the debate in a wider context Mr Heath said that the future of capitalism was being watched not only in the West but also in the communist countries and in the Third World. Inhabitants of the Third World could see the standard of living in the West on their television sets and were asking why they could "not have something comparable and quickly." They were looking to the West and, as far as the East was concerned, particularly to Peking, to see which system could raise their standards more quickly.

He added that the main task of free enterprise was "to convince the majority of the people in the democratic countries that it is capable of providing economic justice for all."

For better or for worse, most people in Britain did not really believe they would ever be able to earn a fortune, Mr Heath said. Most people did not believe that they should be thrown out of a job simply because of somebody else's failure. For better or for worse, most people did want a sense of security.

It was a strange irony that the better social security arrangements became, the less people were prepared to take the risks inherent in the private enterprise system.

The danger was that ideology would change the present indifference towards free enterprise into downright hostility. People would not be convinced by the theory of how free enterprise ought to work but only by the proof that it worked.

Furthermore, free enterprise had to show that it could attain its economic objectives without sacrificing human values. One field in which this conflict could arise was in the way in which private enterprise responded to change. The motto here should be "adapt or perish."

Inevitably this would involve Continued on page 4, col 6

Tribunals twice freed psychopath who killed

By David Leigh
Mental health review tribunals twice released a young man classed as a psychopath before he went on a "ram-page" killing at least three people. It was disclosed yesterday. Several MPs protested that the public were not being protected after Patrick David Mackay, aged 25, was imprisoned at the Central Criminal Court for life for manslaughter.

Dr Anthony Whitehead, a leading psychiatrist, said yesterday that the review tribunal decision seemed puzzling. Mr Robin Clark, Mr Mackay's solicitor, said Mr Mackay had been released from Moss Side special hospital twice at his mother's request.

On the second occasion, the medical officer had advised against his release. The court was told yesterday that a remand centre doctor had described Mr Mackay in 1968 as "a cold, psychopathic killer." He had never been properly diagnosed and dealt with.

The Home Office said yesterday that the recent Butler report on the treatment of mentally abnormal offenders did not directly affect the circumstances of the case. The report proposed the tightening of discharge procedures for offenders held under special restriction orders, imposed only in serious cases. But Mr Mackay had been transferred to hospital for treatment by the court under another section of the Mental Health Act, which did not impose such discharge restrictions.

Mr William Molloy, Labour MP for Ealing, said he would ask for a review of procedures for releasing psychopaths.

Capitalism
Lusaka, Nov 21.—One of the 500 Russian and other mercenaries took part in the battle for the town of Malanje, today reported the capture of 20 Russian soldiers in the battle for the town of Malanje.

A statement by the National Union for the Total Independence of Angola (Unita) said: "Unita forces have captured 20 Russians, 35 Cubans, 15 Mozambicans, three Brazzaville Congolese, and a Brazilian mercenary, all fighting with the MPLA (Popular Movement for the Liberation of Angola) in Malanje."

Malanje was a key MPLA stronghold 270 miles east of Luanda.

Unita claimed that a force of 500 Russian and other mercenaries took part in the battle for Malanje without supporting MPLA troops. In the assault on the town, Unita soldiers killed 350 of these defending forces.

When the Russians arrived in Malanje 300 Unita supporters, including children, were killed, the statement said.—Reuter.

Our Washington Correspondent writes: Between 1,000 and 2,500 Cuban troops have been sent by the Soviet Union to Angola, together with large amounts of modern weaponry to help the MPLA. It is asserted authoritatively here.



Prince Rainier of Monaco (left) with Prince Juan Carlos after his arrival in Madrid yesterday to attend General Franco's funeral.

Labour MPs boycott Commons over Franco funeral decision

By Our Political Staff
Labour backbench MPs yesterday staged an almost unprecedented boycott of government business in the House of Commons in protest at the Government's refusal to back down on its decision to send a Cabinet minister as the official representative at the funeral of General Franco.

The Labour back benches empty. Protests have been made by the Parliamentary Labour Party, Secretary of the Labour Party, Mr Ron Hayward, general secretary of the Labour Party, and individual MPs and trade unionists at the decision to send Lord Shepherd, the Lord Privy Seal and leader of the House of Lords, to Madrid.

The MPs discovered yesterday that the Government did not intend to budge on its decision and they decided to state their opposition. Mr James Well-bell, Erith and Belvedere (Barry), said: "We hope that the message has now got firmly home to the Cabinet ministers. If they are not prepared to resign, account of backbench feeling, they cannot, in all circum-

stances, rely upon backbench support in the House of Commons."

In the debate, apart from Mrs Castle, Secretary of State for Social Services, and Dr Owen, Minister of State, Department of Health and Social Security, there were 12 Conservative speakers, two Scottish Nationalists and one Liberal.

Support from the backbenchers behind them unless they demonstrate their respect for back-senate Labour Party opinion.

He emphasized that there was a question of backbenchers voting against the Government. The decision to send Lord Shepherd was made about 12 months ago, when General Franco first became seriously ill. It was being said in government quarters yesterday.

The Government believes that if it backed down now on that decision, this would be considered an even greater insult to the man in the first place. Lord Shepherd will be flying to Madrid today for tomorrow's funeral at which the British

ambassador will represent the Queen. He will return to Britain briefly and then fly out again for the High Mass next Wednesday at which the new King will be formally inaugurated. A member of the Royal Family will represent the Queen at the High Mass but it has not yet been announced who it will be.

South who socialist characteristic of "The very double standards, men who invited the notorious Russian secret policeman, Shulepkin, to Britain cannot now display of generosity, even in the face of death, towards Franco."

Our Madrid Correspondent writes: Europe's leaders are snubbing General Franco in death as they snubbed him in life. The only western European country so far whose chief of state has announced that he will attend the funeral is Monaco.

Peking, Nov 21.—China today sent a message of condolence to Spain.—Reuter.

20,000 pay tribute, page 4

LSO chief dismissed after remark

By Kenneth Gosling
Mr John Boyden, the £12,000-a-year managing director of the London Symphony Orchestra, was dismissed last night for a 30-minute remark after a 30-minute meeting of the orchestra board.

Mr Howard Scull, chairman of the LSO, issued a statement, which said Mr Boyden's contract as managing director had been terminated to take effect immediately.

Mr Boyden joined the orchestra as its first managing director six months ago. He is understood to have been on a three-year contract. On Wednesday he was quoted in an article in The Guardian's recent issue as having referred to the orchestra as "the beer-swilling crowd" who "showed up so badly."

Mr John Perry, Mr Boyden's solicitor, was present throughout the meeting of the board, of which Mr Boyden is a member. He said more to this: "There is a lot more to this case than meets the eye."

Asked if there was a difference over severance pay and the nature of Mr Boyden's contract, Mr Perry said: "You are on the right track."

In a letter published in The Times yesterday Mr Boyden said: "I have absolutely no contempt for orchestral musicians. . . . However, it is often the case that lively groups of people have difficulties which must be debated, but not necessarily in public."

He expressed resentment at what he called the use in The Guardian of "off-the-cuff remarks" as "unhelpful marks in his record."

He had understood that the conversation was off the record.

Miss Anna Motson, who wrote the article in The Guardian on Wednesday, said yesterday that at no time during the interview did Mr Boyden say his remarks were off the record.

Letters, page 13

Cut in bread subsidy proposed

By Hugh Clayton
The first signs that food subsidies will be reduced came yesterday as the dispute between bakers and the Government about profit control surfaced again. No official comment was made by either side, but it was made by bakers that had been told that ministers intended to reduce the bread subsidy as well as restricting the next price rise.

Bakers surprised ministers at the Department of Prices and Consumer Protection by reacting sharply to the proposal to cut the subsidy. Food processors have reportedly said that they oppose subsidies in principle, but the bakers were alarmed at the prospect of prices rising in a declining market.

They were also concerned that the next price rise, in early December, was to be restricted provisionally to 3p for both large and small loaves. "The rise will recover most of a forthcoming increase in wage costs but it will not restore the 3p cut in price of a large loaf a month ago."

The subsidy is worth 23p and brings the cost of a large sliced loaf down to 16p or less.

The rejection of the full claim also means that the Government has declined to accept the industry's carefully argued case for exemption from the Price Code and the profit rules which tie all companies to the performance of the most profitable.

If the provisional measures are implemented the industry will begin a campaign of strong opposition.

Neither the Federation of Bakers nor baking companies would make any comment yesterday about news of the Government's provisional decision. They were apparently determined not to prejudice the chance of having the measures reversed.

They were given cause for hope when the Department of Prices and Consumer Protection abruptly cancelled a written answer to a question on yesterday's Order Paper about the cost of food subsidies.

Strike forces BA to cancel many of its flights today

British Airways European Division's planned flights from Heathrow will be reduced by a fifth today, after day-long talks failed last night to end a pay dispute between maintenance workers and the management. The men are refusing to work on demand for extra payments for servicing the aircraft was refused.

Up to a third of yesterday's flights had to be cancelled. Shop stewards decided yesterday to hold a mass meeting of the men tomorrow to discuss the latest developments. It is understood that they will vote on whether to return to work.

The dispute spread on Thursday when 12 men refused to work on the TriStars and out in their workmates walked out in sympathy and a hundred of the 625 men worked yesterday.

The airline said last night that people who had booked flights should turn up normally. They would be placed with other carriers if necessary.

The trouble began on October 8 and TriStar operations have since been maintained by supervisory staff.

The Treasury explains 'the lost £5,000m'

The Treasury last night denied that there was a missing £5,000m owing to loss of control over public spending. The denial follows a claim by Mr Wynne Godley to the House of Commons expenditure committee that expenditure grew between the 1970-71 and 1974-75 financial years by £5,000m more than envisaged. The Treasury claim that major events such as the oil crisis occurred between the period concerned.

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Brigadier Vasco Lourenco, the newly appointed commander of the Lisbon military region, replacing pro-left General Otelio Saraiva de Carvalho. Talks 4

Couple win case

A couple to whose home Mr Justice Canfield moved his court last week, won their case and £2,190 damages in the High Court yesterday after their solicitors whom they sued for negligence over a conveyancing.

Law Report, page 14

Army discontent

Army discontent yesterday over the Government's plan to release remaining detainees in Northern Ireland by Christmas coincided with the murder of a British soldier.

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Participation blow

The three-tier worker participation agreement signed by Leyland cars and the unions last night when the 7,000 trouble workers at the Triumph's Canley Plant decided by a narrow majority to take part in formation of joint management committees.

Page 17

Union ban: Port workers at Barrow-in-Furness have been instructed by the Confederation of Shipbuilding and Engineering Unions not to handle atomic waste

Page 2

Jail 'only answer': A woman who stole 36p was jailed for nine months yesterday because no NHS psychiatric hospital will accept her

Page 4

Nuclear safeguards: Officials from seven nations reach agreement on principles designed to prevent exports being used to produce atomic weapons

Page 4

Greek shipping: Four-page Special Report covering the industry and the world recession in shipping

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HOME NEWS

Life sentence on 'dangerous psychopath' who robbed and killed old women

By David Leigh

A man of 23 who killed several elderly women and a Roman Catholic priest after years of psychotic behaviour was imprisoned at the Central Criminal Court yesterday for life. His counsel agreed that hospital treatment would be pointless.

"You are a highly dangerous man," Mr Justice Milmo said, after accepting pleas of guilty to manslaughter on the ground of diminished responsibility on three murder charges.

Patrick Mackay, who was twice discharged from a special hospital and once classed by a remand centre as "a cold, psychopathic killer," also admitted 26 robberies. Two further murder indictments were not proceeded with. The judge said the medical evidence made it clear that Mr Mackay was not insane, because he knew what he was doing, and knew that it was wrong.

Last spring, the court was told, Mr Mackay went "more or less on the rampage," after a history of aggression, violence and theft from the age of 12. At 18, before being diagnosed as a psychopath at Ashford remand centre, he had tried to strangle his mother, and had been in a psychiatric hospital. He had said when finally arrested: "I have, bag, scratched and bashed a lot of old ladies."

On February 14 he absconded from Tooting, Ber., hospital, where he had been taken after trying to kill himself, and forced his way into a Chelsea house



Patrick Mackay: "More or less on rampage."

where Mrs Isabella Griffiths, aged 84, lived alone.

He throttled her, and after drinking some of her whisky stabbed her so hard with a kitchen knife that the blade went through her chest and stuck in the floor.

The next month he followed Mrs Adele Price, aged 89, a widow, back to her Belgrave house, slipped in after her and strangled her. He had been wandering around Harrods, he

said, looking for old ladies to rob.

Two days later he was being treated at the South-Western Hospital for trying to kill himself by walking along an Underground line tunnel. He was released from there and went to see Father Anthony Crean, a Roman Catholic priest, aged 63, from whom he had once been convicted of stealing a cheque.

He killed him with an axe

and said afterwards: "I just had the urge to use it and take his head off. The blood made me excited. It made me worse."

Mr Mackay was charged with two other murders, those of Miss Margaret Hynes, aged 76, a crippled spinster, who was battered to death the previous July in Kentish Town; and Mr Frank Goodman, aged 62, a tobacconist of Finsbury, London. The indictments in those two cases were left on the file.

Mr Michael Parker, QC, for the defence of Mr Mackay, recommended a life sentence and said that the present state of medical science held out no immediate hope of treatment for his condition. It might stabilize some time in the future and he could be moved to a secure hospital. The Butler report proposals for setting up special units for psychopaths in prisons might also be implemented.

Mr Justice Milmo, after hearing medical reports recommending indefinite prison detention, said a hospital order was neither legally possible nor suitable. Evidence was given at yesterday's court hearing that Mr Mackay would be a danger to inmates, other staff and himself.

Two people have killed this year after release from special hospitals. George Knight was jailed for life for stabbing a Harrogate, after release from Broadmoor in 1973. Terence Hiffe was jailed for life for killing his fourth wife after his release from Broadmoor for attacking his third wife.

East region train cuts to save £1m a year

Eastern Region of British Rail yesterday announced cuts in services aimed at saving £1m a year. However, no big alterations are planned before May and British Rail says it may provide extra trains on some routes "where there is a proven demand".

Eastern is the latest region to announce economies. The rail unions have said they will oppose the cuts.

Eastern Region says the nine daily and five overnight trains between King's Cross station, London, and Edinburgh will be retained, but one train each way daily will be cut between King's Cross-Cleethorpes, King's Cross-Hull, and King's Cross-Leeds.

These are the only regular Inter-City trains between King's Cross and the North to be cut, and the region says extra connecting and compensating services will be arranged where necessary.

Cuts in weekend services will "reflect a change in demand", British Rail adds. They will include some summer Saturday trains to holiday resorts. Catering services are also to be "modified".

Local services into Liverpool Street will be thinned out, but local services outside London will be affected only slightly. More details of the plans are to be announced early in the new year.

Civil servants to fight 'campaign of abuse'

By Tim Jones

Labour Staff

The executive of the Civil and Public Services Association, Britain's largest Civil Service union, is to meet next month to consider calls from members for direct action to combat the "malicious campaign" they feel is being conducted against them.

Mr William Kendall, the association's general secretary, said yesterday: "We are being pressed by angry members to take direct action against the current malicious campaign being conducted by press and politicians against the Civil Service."

The union has shown its industrial strength in the past, mainly through 24-hour strikes in key areas, and is under pressure to stage a similar demonstration to emphasize its importance to the Government and local authorities.

"Those responsible for the onslaught that has been made on our numbers, our pay and our pensions should be ashamed of themselves," Mr Kendall said.

His members had "just about had enough of being everybody's diversionary target. We have shown before that we do not have to take it lying down. If the campaign against us continues it will be at the risk of retaliation from at least my 200,000 troops."

He said the Civil Service loyalty undertook a constantly growing burden of administration and if its numbers were growing it was because Britain was a growing and complex nation.

"It would be impossible for the life of this or any other modern state to function without its public servants. They do a thankless, friendless task in spite of the kind of ill-informed claptrap that for motives which are highly questionable, gets thrown at them so often."

His members' pay was the product of independent investigation and "damned hard negotiation" and part of that was put back to pay for what were generally modest pensions.

In common with other Civil Service unions, members of the CPSA are concerned with the effects possible Government cuts could have on their security, and the message from the rank and file is to take strong action to show the public how necessary they are.

Our Political Staff writes: A debate on Civil Service pay and pensions will be held in the House of Lords early next month, and the Government is hoping to use the occasion to rebut the many accusations about featherbedding of civil servants.

Ministers believe that civil servants have been unfairly abused, particularly because most are earning only about £40 or £50 a week and the average pension received by a civil servant is £14 a week.

One minister pointed out that much of the responsibility for the growth in the size of the Civil Service lay with ministers. The service increased basically because ministers introduced new legislation which in turn created new jobs. He felt the remedy lay with Parliament.

Woman with four fur coats got legal aid

Judge Kingham at Bedford Crown Court yesterday criticized the granting of legal aid to the wife of a company director who lives in a country mansion and has four sons at Gordonstoun. Mrs Andrea Denny, aged 34, who was convicted of shoplifting, owned four fur coats and both she and her husband had cars, the court was told.

Judge Kingham remarked: "The school fees at Gordonstoun must be £5,000 a year for four children. It is certainly a bit unusual to have four children at one of the most exclusive public schools in the world, a car each, four fur coats and live in a manor house, and still be legally aided."

He ordered her to pay £50 towards her defence costs, the prosecution costs for the two-day trial at the crown court, and fined her £150.

Mrs Denny, who lives with her husband at Cainhoe Manor, Clapham, Bedfordshire, had pleaded not guilty to stealing two shirts from a shop at Shefford, Bedfordshire.

Mr Hugh Berry, for the defence, said: "I have got instructions from Mr Denny that he was out of work from September, 1974, to July, 1975. He had no income coming in. His company had not got off the ground. The couple were selling the manor house and Mrs Denny was 'legally aided' because she could not afford the costs of the defence."

Mecca man discriminated against coloured girl

A Mecca manager discriminated against a coloured girl who applied for a job as a buffet assistant at one of the company's ballrooms. Judge Sunderland ruled at Birmingham County Court yesterday.

He said that Mr Nicholas Wood, catering manager of the Gay Tower ballroom at Edgbaston, Birmingham, discriminated against the girl, Irena Francis, aged 22, of Hugh Road, Small Heath, Birmingham, when she asked him on the

telephone whether it made any difference that she was coloured.

Miss Francis said Mr Wood told her: "I am sorry, but it does make a difference." Mr Wood claimed he said: "Perhaps, but come along anyway."

The judge said he preferred Miss Francis's version of the conversation, and upholding the Race Relations Board complaint he awarded her damages of £73.80 against Mecca for loss of prospective earnings.

Guernsey pay doctors strike closes harbours

From Our Correspondent

Peter Port

A strike by about 600 manual workers employed by Guernsey's government closed the island's harbours yesterday and affected services.

It is feared that it may spread to the other 400 or 500 workers employed by the island's electricity, postal and telephone departments.

It was confirmed last night that the British Rail car ferry, the Caledonian Princess, due in St Peter Port from Weymouth at 6.30 pm today, will be unable to load and unload cars.

Despite an official request to accept Britain's £6 limit on pay rises, 330 men are demanding an extra payment of £3 a week to increase their minimum basic wage from £33 to £42 for a 40-hour week.

An important aspect of the dispute involves the government's failure to introduce price controls and food subsidies.

Mr Prentice fears Labour NEC may not hear him

From Our Correspondent

Peter Port

Mr Prentice, Minister for Overseas Development, said last night he was "profoundly disturbed" by the way the Labour Party was handling his appeal against the decision of the Newham, North-East, constituency Labour Party.

He told a dinner of the Fabian Society that he had received no assurance that the party's National Executive Committee would hear him personally.

The committee is to consider his request on Wednesday. Mr Prentice said that because his written submission had not been circulated to the whole committee, he had written personally to every member.

He added: "If the Newham decision is allowed to prevail so that moderates are picked off one by one, and if the executive sits on its hands and does nothing, then the whole future of the Labour Party will be altered in a direction totally unrepresentative of the majority of Labour voters."

Government defeat 'would stop devolution in tracks'

By Our Political Staff

If the Scottish National Party succeeded in bringing down the Government it would stop devolution in its tracks, Mr James Sillars, one of Labour's leading pro-devolution MPs, said yesterday.

Speaking in Glasgow, Mr Sillars, MP for Ayrshire, South, said that members of the SNP were "political simpletons" if they believed the downfall of the Government would help the Government to devolution. The Tories would then be in government, he added, and devolution did not rate high on their list of priorities.

Nevertheless, Mr Sillars called for a definite timetable for the legislation and the ensuing assembly elections to be issued with the White Paper next week. It appears, however, that that is unlikely to happen.

A Cabinet minister indicated yesterday that the legislation on devolution would be so complex that it would occupy most of the 1976-77 parliamentary session, curtailing the amount of other legislation that could be tackled.

Although ministers have talked of the possibility of elections to the new assemblies towards the end of 1977, they may not take place until 1978.

Rival Masses as priest is dismissed

From Our Correspondent

King's Lynn

Father Oswald Baker, Roman Catholic priest who yesterday received a final decree of dismissal from his bishop for refusing to go on saying the Tridentine Mass, said he would be saying it again tomorrow in his church, St Dominic's, at this church, Market, Norfolk.

Although he has been removed from his post as parish priest, which he has held for 24 years, Father Baker said: "I just intend to go on saying the old Mass in my church. You can count on that."

Father Anthony Skelton, from Swaffham, the priest who is replacing him, said the Mass in St Edmund's, which belongs to the Anglican church at Downham Market. He said he expected more than 100 people to attend and hoped to start tomorrow week.

The Bishop of Northampton, the Right Rev Charles Grant, has made it plain that Father Baker will not be evicted from church property.

Father Baker said: "As far as I can see, I shall be able to carry on normally."

Change of role for Liberal spokesmen

Under changes in parliamentary responsibilities

by Mr Thorpe, leader of the party

yesterday, Mr Grimond will be spokesman for energy and defence; Mr David Steel, former whip, for foreign affairs; and Mr Russell Johnston, for Scottish matters.

Mr Thorpe has also decided to set up a team of Liberal MPs to put forward policy on devolution, which will be headed by Mr Johnston.

Police describe rape case man

The police yesterday issued the description of a man they wish to interview in connection with the rape of a girl motorist

aged 19 on the A45 road near Bourne, 10 miles from Cambridge, on Thursday night.

He is thought to be in his late twenties, about 5ft 4ins tall, of plump build, with collar-length hair, sallow complexion and sideburns.

Appellation Contrôlée

Roughly translated it means 'la crème de la crème'

It's generally agreed that France produces the finest wines in the world.

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is made. The A.C. wines are among the oldest in France and, for centuries, generations of wine-growers have handed down their traditional proven methods.

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They regulate the maximum yield of A.C. wine from each vineyard and, importantly, the minimum alcohol content of the wine.

And because every wine has its own personal and localised characteristic, methods differ slightly

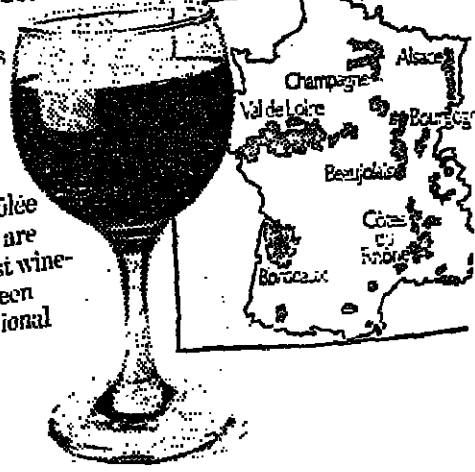
not only from region to region, but from vineyard to vineyard.

Whether it be a quirk of local climate or soil, every subtle variation is protected by A.C.

This is why the words Appellation Contrôlée appear on labels in so many different ways. You will see them printed with the name of the particular cru, vineyard or chateau.

But however you see them written, the words Appellation Contrôlée are your guarantee that the wine you are buying is not only from one of the best wine-growing regions of France, but has been produced to the most exacting, traditional French methods.

APPELLATION CONTRÔLÉE



HOME NEWS

Woman who stole 36p must go to prison

From Our Correspondent

Shrewsbury

A woman who stole 36p was jailed at Shrewsbury Crown Court yesterday for nine months after the court was told that no National Health Service psychiatric hospital was prepared to accept her as a patient.

Margaret Ann Smith, aged 36, whose intelligence level was said by her counsel to be "little above the morose", was told by Judge Northcote that he had no alternative but to send her to prison even though medical reports indicated she needed hospital treatment.

He advised the defence to appeal against the sentence in the hope that the Court of Appeal could add its weight and that the hospital authorities would find a place for her.

Miss Smith, of no fixed address, was said by Mr Michael Manser, for the prosecution, to have stolen 36p from another lodger's purse at a county council hostel at Shrewsbury within a few hours of being placed on probation for theft by Shrewsbury magistrates.

Mr Derek Halbert, for the defence, said: "It is utterly ridiculous that a person should be imprisoned for stealing 36p when her intelligence level places her little above the morose and she only just knows what she is doing."

"She is going to have to be sent to prison because that is nothing else that can be done and it is a humanitarian situation. One does not wish to be too unkind to those of the medical profession who have been placed in this position because of circumstances beyond their control, but it is in this woman's needs treatment in somebody else's hospital."

'Not surprising' that girls do not report rape

Two men jailed yesterday for rape and another jailed for aiding and abetting were told by the judge that the way the case had been conducted on their behalf—at their express instructions—made it "not surprising that some girls do not even report cases of rape."

Mr Justice Wynn added, at Bristol Crown Court: "It is also not surprising that some girls feel more like criminals than victims after having been subjected, on express instructions, to the sort of cross-examination, which is a disgrace."

Mr John Auckland, who was sentenced to six years' jail and Richard Gray, aged 17, of Purvay Road, Corsham, to four years for raping the girl, James Frayne, aged 27, of Pocher Road, Corsham, was jailed for five years for aiding and abetting them in the crime.

From a Staff Reporter

Manchester

Journalists who produce the northern and Scottish editions of *The Daily Telegraph* were told yesterday that 44 out of 54 editorial jobs in Manchester will disappear in two years' time when the paper adopts new production methods.

Another 46 employees, including secretaries and ancillary staff, will also be made redundant.

The paper is to concentrate its editorial production in London, with facsimile transmission linking the two printing centres.

Mr David Taylor, father of the Daily Telegraph chapel leader of the office branch of the National Union of Journalists, said: "It is a massacre. The management have told us that the new arrangements might lead to 10 extra jobs in London."

He also said that the changes were also being made to printing workers by management representatives of the Thomson Organisation, which prints the northern editions of *The Daily Telegraph* under contract.

Mr Anthony Hacking, counsel for Prince Carol, said the prince and his wife was coming to England on Thursday. He said she had been in New York. "But," Mr Hacking added, "there had been reports that he had been in the Chelsea area."

Family Division, set next Friday as the date for a hearing.

Prince granted court order for son's return

Prince Carol of Romania was yesterday granted a High Court order against his estranged American wife, Princess Jeanne, requiring her to return to their son, Prince Carol, and to their mother, Queen Mother, in Romania.

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In brief

Man sells house to buy racing car

Mr Rupert Surren, aged 24,

a part-time instructor at a

motor racing school, of Bridge

Street, Long Melford, Suffolk,

has sold his £10,000 house to

buy a specially built racing

car, making himself and his

wife, who is expecting a baby

this weekend, homeless. He

plans to buy the car for £3,000

and spend the rest of the money

in attempting to become a for-

mula 1 driver. Mrs Surren said:

"I want my husband to do

what he wants to do."

Injunction over sign

Judge Sunderland at Birmingham County Court yesterday

ruled that a sign advertising a

house for sale to "English

people only" had contravened

the Race Relations Act and was

discriminatory. He granted an

injunction restraining Mr

Robert Reif, of Cowdrey Close,

Leamington, from committing

any similar act.

Verdict on actor

Mr Graham Haberfield, the

actor who played Jerry Booth

in *Coronation Street*, the tele-

vision serial, died from heart

failure, it was said at an in-

quest at Maclefield yesterday.

His death was recorded at

the coroner's court, recorded a

verdict of death from natural

causes.

Police stop death leap

Two policemen spent three

hours talking a man out of leap-

ing to his death from a 250ft

high GPO tower in Carlisle,

Cumbria, yesterday. He even-

tually came down and was taken

to hospital.

Trawlers 'tried to ram gunboats'

Relations between Iceland

and the British fishing fleets

worsened yesterday with Ice-

land accusing the masters of

two British trawlers of attempt-

ing to ram its gunboats. The

skippers are threatening to

steam out of the traditional

fishing grounds and beyond the

200-mile limit today if the

Royal Navy does not arrive to

protect them.

According to the Icelandic

coastguard, the trawler Benella

from Hull "tried many times"

to ram the gunboat Tyr on

Thursday night after its trawl

had been cut. The Lord Jellicoe

had also tried to ram the gun-

boat Arvaur.

Auckland report

At 10 months at the hands of her

father, Mr John Auckland, who

six years before had been con-

victed of the manslaughter of a

baby aged nine weeks.

The association said that the

report gave a glimpse of some

of the disruptions that have

been caused by successive

governments.

WEST EUROPE

Supreme body condemns Lisbon Government for strike action and makes military changes

From Michael Knipe

Lisbon, Nov 21

Portugal's supreme legislative

body, the Revolutionary Coun-

cil, today condemned the strike

action of the sixth Provisional

Government and called on

Admiral Pinheiro de Azevedo,

Prime Minister, to reacti-

vate his Administration.

After a 14-hour meeting the

council announced a series of

measures which reflected a loss

of sympathy with the moderate,

three-party and military coali-

tion Government. The measures

appeared to provide several

concessions to the nation's left

wing element.

Residing in the Govern-

ment the council abolished

a military intervention force

recently created for the Gov-

ernment backing for the Gov-

ernment. It also reactivated the

Division of the armed forces

and gave it the responsibility

of creating People's organiza-

tions—a concept favoured by

the extreme left.

The demands by moderate

political and military elements

for the ousting of General Otelo

Sarmento Carvalho, the pro-

visionist head of Copcon, the

operational command of the armed

forces, were only partially suc-

cessful. General Otelo has

retained command of Copcon

but has relinquished that of the

Lisbon military region to Cap-

itain Vasco Lourenco, now pro-

motored to brigadier.

He is a leading member of

the group of nine officers who

favour a more moderate revolu-

tionary process. However, he

is regarded as the most left-

leaning of the moderates and

is believed to favour firm mili-

tary control of the Revolution.

The council's decision de-

scribed the political crisis

which culminated in the Gov-

ernment's decision to suspend

its activities as "a grave in-

convenience to the stabilization

and development of the

country". It recommended

negotiations with the political

parties "to find a balance be-

tween the working classes".

This, it said, might involve a

Government reshuffle.

"As for the sixth Govern-

ment," the communiqué said,

"while the council recognizes

the difficulties it has had to

face, and while condemning

certain forms of struggle of

which it has been a target, the

council equally condemns the

conduct of the Government in

suspending its activities, which

the council considers is incom-

patible with its responsibilities

towards the country."

However, once again the

President appears to have

averted a showdown and forced

through a formula aimed at

underpinning the fragile unity

of the Social Democrats and

the revolutionary left.

Thousands of leftists who

sawed an all-night demonstra-

tion outside the presidential

palace last night, protesting at

the Government's action and

calling for its dismissal. Pres-

ident Costa Gomes made light

of the Government's decision to

go on strike, pointing out that

Finland had been without a

government for a month.

20,000 file past bier of Franco

From Harry Debelius

Madrid, Nov 21

The people of Madrid

queued for hours today to pass

the bier of General Franco laid

out at the Oriente Palace in

his dark blue captain general

uniform, splashed with gold

fringe and medals.

Some wept, others were im-

passive, but all day, starting as

early as 8 am, people filed by.

Their number was estimated at

20,000.

Municipal authorities

trying to keep the streets around

the palace to traffic in order to

maintain a decorous silence.

Special buses, trains and cars

brought mourners from the

provinces for a brief last

salute of the man whom they

admired and others hated.

On Sunday, when the gen-

eral goes to his last resting

place, his fascist supporters

will have preference over the

general public, they will fill

the church in the Valley of the

Fallén where he is to be

buried.

Those expected to make up

the bulk of the mourners will

be civil war veterans, obviously

those who were on the winning

side.

The UDM (Democratic Mil-

itary Union) issued a clandes-

tine statement in Madrid, as

preparations were under way

for the formal appointment of

Prince Juan Carlos, the man

handpicked by General Franco

as King and Chief of State.

The underground movement

within the Spanish armed

forces stated that it would

recognize the prince's right to

rule unless he received the

approval of the Spanish people

by vote.

The UDM is the organization

which the police have been

trying to bring to rest for some

months, leading to the arrest

of a number of officers, most

of them captains and majors,

on sedition charges.

Our Athens Correspondent

writes: "Señor Santiago Car-

riello, the secretary-general of

Spain's outlawed Communist

Party, and other representa-

tives of the opposition "Dem-

ocratic Junta", who are visit-

ing Athens, called today for a

referendum to allow the

Spanish people to determine

whether they want a monarchy

or a republic.

"We reject in principle the

OVERSEAS

Britain backs call by UN Assembly for Rhodesia majority rule

From Peter Spafford
New York, Nov 21

Britain today joined in the unanimous approval by the United Nations General Assembly of a resolution calling for majority rule in Rhodesia. The resolution, which was adopted by a vote of 148 to 13, with 17 abstentions, calls for the implementation of majority rule in Rhodesia by 1980, and for the establishment of a new constitution for Rhodesia by 1979. The resolution also calls for the implementation of majority rule in Rhodesia by 1980, and for the establishment of a new constitution for Rhodesia by 1979.

It also demands the "termination of the illegal and illegal occupation of Rhodesia by the white-minority Government." The resolution also calls for the implementation of majority rule in Rhodesia by 1980, and for the establishment of a new constitution for Rhodesia by 1979.

David Spenser, Diplomatic Correspondent, writes: War in Rhodesia is inevitable. But, so far as Britain is concerned, there is nothing to be done beyond intensifying sanctions. This was President Nyerere's conclusion at the end of the official part of his visit to London which ended yesterday. He returns to Tanzania tomorrow.

The President evidently has little hope of anything positive coming out of the present talks between Mr. Ian Smith, the Rhodesian Prime Minister, and Mr. Joshua Nkomo, the African leader, in Salisbury. "I would wish Joshua Nkomo well. I would pray for him. But I have reached the conclusion that the amount of talking now is going to be fruitless."

The drizzle, wet, hail, slush, snow, frost, motorway, dry, sunny tyre.

Conti Contact—a new generation of self-cleaning radial tyres which keeps its grip when the going gets tough. This is the only tyre for the motorist who relies on his car on all roads and in all conditions, quickly and safely.

Don't just think about them. Insist your dealer fits them.

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The trouble is that new taxes are never popular, and members of the legislature have been manoeuvring about where they should be applied. The Democrats, who are opposed to Lower House in the city's sales tax, and the Republicans, who are opposed to new taxes on commuters.

Dr Kissinger again summoned by senators to testify on CIA assassination plots

From Fred Emery
Washington, Nov 21

With the newspapers again brim-full of chilling detail of United States involvement in foreign assassination plots, Dr. Kissinger, the Secretary of State, was once more called today before the Senate select committee investigating covert activities.

Dr. Kissinger, like the President, sees this washing of dirty linen in public as an unmitigated disaster for the country's foreign policy. Unlike the President, however, he is also personally caught in the web of the investigation.

For more damagingly than anyone expected, the committee finds that President Nixon in September, 1970, gave a curt order to the Central Intelligence Agency to prevent the installation of Dr. Salvador Allende as President of Chile.

Dr. Kissinger, "totally" refutes the notion that the CIA had continuing authority to act against President Allende after, as he claims, the agency was stood down from all attempts seven days before General Schneider was shot in 1970.

The clash of evidence on the subject between the CIA and President Nixon's men suggests that somebody must be lying. Dr. Kissinger, the President's national security adviser, is supported by the testimony of his deputy at the time, General Alexander Haig.



Mr. Richard Bissell, who according to the Senate report, authorized two attempts to assassinate Cuban leaders when he headed the CIA clandestine services.

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time, and Dr. Kissinger, both of whom attempted to minimize CIA involvement in the affair.

But overall the report brings strikingly into focus, for the first time, how Chile was only the last of a long line of ventures to alter history by removing the actors, and at least acquiescence in their possible killing.

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Difficulties about latest proposals from junior hospital doctors but Mrs Castle sees ray of hope

MRS BARBARA CASTLE

Secretary of State for Social Services (Health, Labour, and Pensions) today said that the Government was "not yet ready to accept" the latest proposals from junior hospital doctors for a new pay scale.

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Afrikaans writer pleads guilty to charges under South African Terrorism Act

From Nicholas Ashford
Pretoria, Nov 21

Mr. Breytenbach is accused of setting up an illegal organization aimed at overthrowing the Government by violent or other means.

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Man in toy gun scare remanded

Washington, Nov 21—Michael Carvin, aged 20, who was arrested in Miami yesterday after a "toy gun" had been found in his possession.

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Radical policy wrong and damaging

MR RIDDAL (Harwich, C)

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Democrats meet their presidential hopefuls

From Patrick Brogan
Louisville, Kentucky, Nov 21

Nine Democratic candidates for the Presidential election next year gathered in Louisville with two thousand other Democrats to discuss the issues that the party ought to be considering.

Tax package to rescue New York devalued

From Our Own Correspondent
New York, Nov 21

Tentative agreement has been reached in the New York state legislature in Albany on a new package of taxes designed to keep New York City out of bankruptcy.

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Sahara proposals

Rabat, Nov 21—Morocco today published the six-point plan for Spanish Sahara agreed in Madrid last week.

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Ballet philanthropist

Jerusalem, Nov 21—Mr George White, a British ballet lover who helped Valeriy Gleanov to leave the Soviet Union last year, has been awarded the Israel Government in London the sum of \$85,000 (£42,000) for a flat and studio in Jerusalem.

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A Christmas

a string by a child who had forgotten all about it. (There it fell on its side, but nevertheless kept progressing). Professor D. Obituary occupied a prominent place in the paper, and that is how, in my hurry to give V.I.'s morning some sort of setting as gloomy and typical as possible, it happened to arrange for him that trip to the funeral, even though the paper said there would be a special announcement of the date; but, I repeat, I was in a hurry, and I did wish to see him really before he died in the cemetery, for he was exactly the type you see at Russian ceremonies abroad, standing to one side as it were, but emphasizing by this the habitual nature of his presence; and, since something whom I remembered since childhood (she was a distant relative of mine) almost inadventurously but already with irreplaceable detail, I made her his sister, and it all happened with vertiginous speed, because at all costs I had to have somebody like him in an episode in a novel with which I have been struggling for more than two years. What did I care if this fat old gentleman, whom I found first sew being lowered into the tram, and who was now sitting beside me, was perhaps not Russian at all? I was so pleased with him! He was so capacious! It was an odd combination of emotions I felt: I was interested that stranger with that blurring creative happiness that sends a chill over an artist's skin. I wished that, despite his age, his intelligence, the humor in his stomach, V.I. might share the terrible power of my bias, redeeming its unlawfulness with his complicity, and that it would cease being a unique sensation, a more rare variety of madness, a monstrous snowball spanning my whole inner being, and be accessible to two people at least, becoming their topic of conversation and thus acquiring rights to my wild, savage, stifling which is otherwise deprived. Vasily Ivanovich (I persisted in this appellation) did not off his black forehead, and I was not in order to refresh his head but with the precise intention of greeting his thoughts. He slowly stroked the crown of his head, the shadows of the lines leaves passed across his veins of his large bushy hair. Just as slowly, he turned his head toward me, he glanced at my émigré paper, at my face which was made up to look like the face of a reader, turned away majestically, and sat on again.

Illustration by Peter Brookes

In the impersonal Berlin crush of the train, there was another old refugee staying, a now-unknown lawyer, who was also returning from the cemetery and was also of little use to anyone except me. Vasily Ivanovich, who knew him only slightly, tried to decide whether or not to start a conversation with him if the shifting jigsaw of the train's contents happened to unite them; the other, meanwhile, remained glued to the window, observing the evolutions of the streets with an ironic expression on his badly tanned face. Finally (and neglectful) he noticed that this was the very moment I had caught, after which I never let the recruit out of my sight, V.I. got off and, since he was heavy and clumsy, the conductor helped him clamber down on to the obliging stone island of the stop. On the face of it he accepted from above, with unhesitating gratitude, his own unhurried conductor, who had arm, which the conductor had been holding by the sleeve, turned by slowly shifting his feet, then, and, looking warily around, made the motion of crossing the perilous street towards a public garden.

He crossed safely. A little while ago, in the churchyard,

when the tremulous old priest proposed, according to the ritual, that the choir sing to the eternal memory of the deceased, it was V.I. who longed to sing with such effort to the accompaniment of the organ by the time his knees gave out, uncommunicated with the crowd, whereupon he could not rise again; old Timokhin helped him up as the tram conductor had just helped him down. These two twin impressions in the crowd created a sense of unusual fatigue, which, no doubt, ultimately smacked of the ultimate glebe, yet was pleasant in its own way; and, having decided that in no case it was still too early to head for the apartment of the good, dull people who harbored him, V.I. pointed out a bench to himself which his cane and slowly, no yielding until the last instant, finally sat down in surrender.

I would like to understand, though, whence comes this happiness, this swell of happiness, that immediately transforms one's soul into something immense, transparent and precocious. After all, just think, here is a sick old man who has just marked of death already on him; he has lost all his loved ones; his wife, who, when they were

still in Russia, left him a well-known Malinkovsky, the well-known newspaper reactionary; he worked; his wife, where V.I. worked; and namesake. reader, friend, and namesake. dear Vasily Ivanovich Kaler, tortured to death by the Reds during the Civil War years; his mother, who died of cancer in Kharbin; and his sister:

Once again he thought with dismay about the blurred cross of her grave, which was already creeping over into nature's camp, it must have been seven years or so since he had stopped taking care of it and let it go free. With striking vividness he suddenly pictured a man—his sister had once loved—the only man she had ever loved—a Garshin-like character, a half-mad, consumptive, fascinating man, with coal-black beard and gypsy eyes, who unexpectedly shot himself because of another woman: that blood on his dickey, those small feet in smart shoes. Then, with no connection at all, he saw his sister as a schoolgirl, with her new little head, shorn after she had had typhoid fever, explaining to him, as they sat on the ottoman, as a complex system of tactile perception she had evolved, so that her life turned into a constant preoccupation

with maintaining a mysterious equilibrium between objects: a glad touch a wall when passing, a gliding stroke with the left palm, the right as right, as if immersing one's hands in the sensation of the object, so that they be clean, and at peace with the world, and reflected in it: subsequently she was interested mainly in feminist questions, organized women's pharmacies of some kind or other, and had an insane terror of ghosts, because, as she said, she did not believe in God.

Thus, having lost this sister, whom he had loved with special tenderness for the tears she shed at night; back from the shed at night; back from the cemetery, where the ridiculous rignarole with spade-fuls of earth had revived the recollections; heavy, feeble, and awkward to such an extent that he could not get up off his knees or descend from the platform of the tram (the charitable conductor had to stoop with down-dreached hands—and one of the other passengers had owed too, I think); tired, lonely, fat, ashamed, with all the nuances of old-fashioned modesty, of his mended linen, his decaying trousers, his whole unkept, unloved, shabbily furnished appearance, V.I. found himself

filled with an almost indecent kind of joy of unknown origin, which, more than once in the course of his long and rather arduous life had surprised him in its sudden onset. He sat quite still, his hands resting (with only an occasional spreading out of the hands and the crook of the knee and his broad thighs started so that the rounded base of his belly, framed in the opening of his unbuttoned overcoat, reposed on the edge of the bench. Bees were ministering to the blossoms from overhead: from its dense festive foliage floated a clouded, molasses aroma, while underneath, in its shadow, along the sidewalk lay the bright yellow debris of lime flowers, resembling ground-up horseradish. A wet red hose lay across the entire lawn in the centre of the small public garden and, a little way off, radiant water gushed from it, with a ghostly iridescence in the aura of its spires. Between some hawthorn bushes and a chalet-style public toilet a dove-grey street was visible; there a morris collar covered with posters stood like a fat harlequin, and tram after tram passed with a clatter and white.

Illustration by F. S. [illegible]

these roses, this greenery—a thousand had seen, their unaccomplished times, all their unaccomplished transformations, yet it sparkled through and through with vitality, novelty, participation in one's destiny, was warmer and I experienced such fits of happiness. A man with the local Russian newspaper sat down on the same dark-blue, sun-warmed, hospitable, indiscreet bench. It is difficult for me to describe this man; since again, it would be useless to give a self-portrait: is seldom successful, because of a certain tension that always remains in the expression of the eyes—the hypnotic spell of the indiscreet mirror. Why did I decide that this man next to whom I had sat down was named Vasily (vanovich)? Well, because that blend of name and patronymic is like an armchair, and he was broad and soft, with a large cozy face, and sat, with his hands resting on his cane, comfortably and motionlessly, only the pupils of his eyes shifted to and fro, behind his lenses, from a cloud travelling in one direction to a truck travelling in the other, or from a female sparrow feeding her fledglings on the gravel to the intermittent, jerky motion of a little rent automobile pulled on

*This story is from Tyrants
Destroyed by Vladimir
Nabokov, which was published
last Thursday by Weidenfeld &
Nicolson at £4.50.
© 1975 by Vladimir Nabokov*

CONCERTS

CONCERTS

PIANO CONCERTO in A major
 by Ludwig van Beethoven
 Symphonic No. 6 in F (Pastoral)
 Conductor—Wm. L. Foster
 Thursday, 27th November, 8 p.m.
 Each Cantata Chorus
 Orchestra
 Christmas Oratorio, Part I
 Magnificat
 Conductor—Dennis Dwyer
 SAINT VEDAST—soprano
 Foster Lane
 Untroubled: St. Francis
 Cantata: St. Francis
 FESTIVAL OF SAINT
 CEORAL EVANS
 Sunday, 28th November, 8 p.m.
 Cantata: St. Francis
 Anthem: O human sloth
 Sponsor: South
 Canterbury The Rev. Canon

NA Rev. Can
Liqu
Alleg: J. L.

WELSH
PHILHARMONIC SOCIETY
The Orchestra of
Welsh National Opera
represents
SUS-PHONIC
60-week contract. Plans
writing music to Orchestra
concerts to Orchestra
National Opera & Drama
Company, Cardiff, 1971-82.

MUSIC AT THE FISH
Local Board Road, West
Sussex, PO19 1JG.
New songs, "O' Brother,
Where Art Thou?"
Crosby & Salsbury
PRAISES Lecture-recital:
Fleming Farm, 1971-82.
1971-82. Future
Drama, GOSPO.

AUTUMN AT
SNAPE MALTON
Sunday, 22nd November
Snape Malton Spring
Festival, 1971-82.
Saturday, 23rd November
Snape Malton Spring
Festival, 1971-82.
Ensemble,
in Booking now.
Tel. 072 883 26

ROYAL ACADEMY OF
Choir and Orchestra
Conductor: David
Thursday, 23rd November
Friday, 24th November
Music Studio with piano

ing. Victoria, B.C.

[illegible]

Sunday

11.10.11

London Weekend
 10.00 am, Morning Voice
 Choirs of the World. 11
 11.00 am, London Weekend
 12.00, Weekend World
 Dodo. 1.30, University of
 2.00, The Big Match. 3
 Background (1953) w/
 Bobson, Philip. 4.00
 Celebrity Squares. 5.25
 The Man with the Golden
 6.05 News.
 6.15 Strike that Road
 6.40 Faith An Action
 7.00 Appeal: Nurses
 to King, Edward
 7.05 Stars on the
 7.25 Carry on Laugh
 7.55 Upstairs.
 8.55 News.
 9.10 Film: The
 Greenapple
 with Christopher
 Janet Leigh, Wally
 Loran, Barry Sullivan
 11.10 London Programme
 12.10 Police Surgeon
 12.35 Words of Wisdom
 Bishop of Southwark

ATV
 10.00 am, 11.00 am, 10.30, The
 builders, 4.10.00, Chatterbox, 11.30

don. 1.10 pm, Planet of the Apes
Star Soccer. 3.10, Film: New
Co. with Clark Gable.

4.50. **Century** **Starring** **Barbara**
Asquith. **12-10-35** **Monday**
Clara **Starring** **with** **John**
Wayne. **Frank** **Starring** **Angie**
Stu. **Firehouse**. **12-10-35** **Monday**
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Southern

10.00 **Yona**. **London**. **10.30.**
10.30 **Yona**. **11.15** **Western**
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Travel

Footloose in Gozo

"First we have the 'ome-made pasta', the Gozitan water delectable. This time it was ravioli with ricotta cheese and was followed by melt-in-the-mouth fillets of beef in a cream sauce and flamed in cognac. I wavered between this and baked dentici, a local fish (the fish might have been swordfish or lampfish or any number of other local varieties, all superbly fresh). The gourmet to follow seem in retrospect almost legendary. Such a meal cost three Maltese pounds, little more than a third of its price in Britain.

The local wines—strong, earthy, sometimes slightly herbal—were all very acceptable, especially at around 80c a bottle (only a fraction of this sum in the grocers down the road).

This was a typical meal at the Hotel Ta' Cenc on the island of Gozo, a few minutes by car from the main island of Malta. For those who recoil at the thought of Malta's packaged-tour traffic, its massive development that makes villages run into each other with hardly a car's length of green to divide them, let me hasten to point out that Gozo is quite different. It grows on you gently.

This farming community is nine miles by four a half, just half the size of Malta but with only a tenth of the population. Although most of the roads are quite good, there are hardly any cars. Donkey carts are common as are bare-footed peasants tending the little wall-girt fields. Fruit, vegetables and vines are grown there and the produce exported across the main island. A wide, gently sloping valley cuts straight through the island, but table-top hills break up the landscape.

I have been there in May, when it is at its greenest, and in October when growth is again beginning to clothe the rocky ground. Although in the seventies, it is cool enough to wander round on foot but pleasant to hire a car and explore the island. In Malta the buildings are all of local honey-coloured stone, piled in standard blocks like huge chunks of fudge. So far there are no comprehensive developments.

Gozo is a simple rocky island with a few sandy beaches—places where lizards dart and prickly pears prosper and pumpkins are lined up on the walls of houses. An imposing Baroque church dominates every village square. I might have thought twice about spending a whole fortnight there, but for the Hotel Ta' Cenc—a sophisticated oasis quite different from everything else on the island and a dream to return to after a day's wandering. Architecturally it is views of the islands of Comino and Malta.



The old citadel of Gozo.

From 11.30 a night, it is hardly the most expensive hotel in Malta but surely the most luxurious, and it must represent some of the best value anywhere in the Mediterranean. The Ta' Cenc was intended to be the hub of a vast villa complex, which has mercifully failed to materialize so far. Meanwhile, the virgin construction site, where ancient car tracks can clearly be seen, is disturbed only by an occasional herd of goats and remains a permanent rocky park for residents.

It is almost entirely single storey and corridors are replaced by garden paths on which countless flowers and vegetation overspill—so luxuriant in contrast to the rest of Gozo. Oleanders and prickly pears grow in profusion, as well as pomegranates, oranges and lemons, card and other succulents, geraniums, palms and cascades of bougainvillea. Bedrooms lead off these paths and each has a little loggia and patio. An idyllic touch was the need to pick a bunch of grapes from an overhanging vine to open the bedroom door.

No hoards of package tourists will be able to disturb the peace and charm of the place because it takes only 32 guests. If it is quiet, it is not because of tourists. It is the quiet of an ancient tower, the hotel's motif, contains a nightclub, and there are tennis courts, a boutique, a swimming pool, a hairdresser and a small conference centre. Besides it is very easy to cross the water and visit Malta.

New arrivals land at Meqr, the only port and a sleepy fishing town, or Rabat, the centre of the island.

the island. Here the place to stay was and still is the Old Duke of Edinburgh Hotel in Racecourse Street, which leads to the main square. The advantage of Victoria is that all roads and bus services radiate from it.

Its main interest lies in its citadel, a little, walled area perched on a hill rather like Malta's old capital, Mdina. Originally it was used as a refuge from marauding pirates. The main gateway leads into a small square dominated by the cathedral. It is approached by an imposing flight of steps guarded by a pair of cannons and is noted for its curious trompe l'oeil dome painted on a flat ceiling. Its chandeliers are carefully wrapped in polythene bags which are only removed on feast days.

This square marks the limit of motor traffic, for stepped streets, hauntingly empty, curve upwards like an abandoned film set for *Romeo and Juliet*. The citadel is almost entirely deserted. Most houses stand inexplicably in ruins and goats wander through them. From the bastions at the top are views extending almost to every part of the coast. One of these days it will doubtless become a gleam in a developer's eye and much of its appeal will vanish behind a facade of gentrification.

From most points on the island can be seen its most dominant building, the massive Baroque church towering 245 ft over the town. It was only finished in 1971, but whatever one thinks about the merits of building a complete reproduction, it offers a unique chance to see a building where the overgrown cave where Ulysses is said to have dined with

Calypso. Its main attraction is the marvellous view of Ramla Bay's deserted sands. More rewarding are the Ggantija temples, the finest Neolithic remains in Malta, a series of excavated caves full of stalactites and stalagmites found when the owner's grandfather began digging a well years ago. More accessible is the so-called island sea at Gwara, a pebbly pool connected to the sea through a narrow slit in the cliff. Near it towers Fungus Rock, so called because its summit is the principal home of a fleshy herb once used for dysentery and reputedly an aphrodisiac. An avid Englishman picked some in 1842 after being winched across the chasm in a precarious box but subsequently learnt the whole contraption had collapsed depositing its passenger into the sea. Today it is inaccessible except to mountaineers.

Discriminating shoppers fare better in Gozo than Malta. Every female over the age of five seems to be a lace maker. Others weave delightful rugs in off-white unspun wool. I braved the return journey with two beautifully made wicker fish traps, but the best place for crafts is "Gozo 20" on Mgarr Road. Fine locally made textiles and women's fashions of high quality are found at what I am told are very attractive prices for British visitors. Further information may be obtained from Malta Government.

Geoffrey Weston

Gardening

Warm comfort

As I rather expected, my comments on the cost of house plants have brought letters, some rather pathetic, from readers who love plants in the home but have to look twice nowadays at the prices. Which brings us back to considerations of the "best buys": of plants to propagate yourself if you have a greenhouse; and of plants you can propagate in the home if you have no greenhouse.

The best buys, in the sense that the plants have the expectation of several years of life, are mainly among the foliage plants, but even here there are plants that need rather special conditions. You know the obvious tough plants that will put up with fluctuating temperatures (so long as they do not fall much below 45 deg F, and only then for short periods). These include the rubber plants—varieties of ficus, and the variegated F. 'Decorum' is rather more temperamental than the green rubber plant, *Ficus elastica*. I lost a plant of F. 'Decorum' because I did not realize it does not like changes of temperature or draughts, and it resents overwatering.

Easy too are chlorophytums, which, with fleshy roots, can put up with irregular watering, so the soil never dries out; so the same variety, the mother-in-law's tongue. This last, however, can be easily killed by overwatering. Aspidistras, the kentia palm, philodendrons, *Monstera deliciosa*, all the ivies, *Cissus antarctica*, and *Rhoicissus*, are all good easy foliage plants. Some of the aglaonemas are easy enough—*A. commutatum* and *A. simplex*, also *Fatsia* *laxa*, *Gravillea robusta*, the fuzzy, purple leaved *Gymura sarmentosa*, and *Neanthe bella*, rather like a kentia palm.

The peperomias need watching—*P. magnoliaefolia* and *P. 'Green'* and *'Gold'* are easy enough, but my favourite, *P. capensis* with the emerald green velvety, wrinkled leaves, needs more warmth—45-50 deg F minimum. The elegant climber *Philodendron scandens*, *Pilea cadieri*, *Saxifraga sarmentosa* (more correctly *S. stolonifera*), the mother of thousands, which produces small plantlets on thread-like runners, and tradescantias, are all easy to grow. Most may be propagated by cuttings.

Primula obconica, *Cyclamen kalkanchoes*, *Sparmannia afri-*

cana, and olives, are relatively easy. The smallest we see on sale at Christmas, varieties of *Azalea indica*, are not hardy but, with care, can be kept from year to year.

The Christmas cacti, forms of *Zygocactus*, now to be known as *Schubertiana*, are splendid house plants with masses of red, pink or magenta flowers. They are very easy to propagate from cuttings.

It is not often realized that many house plants may be raised from seed—some seedmen list these as a separate section in their catalogue. A mixed packet of cactus seeds will produce perhaps up to a dozen varieties and you can set the seeds in a pot to germinate on the windowsill of a warm room. The red flowered pomegranate, *Punica granatum*, saint-paulias, *Eucalyptus globulus*, *Crataegus*, and begonias are among those easily raised from seed.

The Royal Horticultural Society's annual Christmas lectures for young gardeners are always interesting and well attended.

This year's lecture on Tuesday, December 30, at 2.30 pm in the Society's lecture room at Westminster, promises to be more than usually interesting as the subject is the Zaire River Expedition of 1974-75, to be given by Mr. A. Paterson, horticulturist and plant collector who took part in the whole expedition, and whose fascinating slides will depict not only the rare and interesting plants, but much of the wild native life in general. He spent many weeks on boats, in the jungle, and in the bush. Dorothy Bovey, the official botanical artist with the expedition, will be present at the lecture with many of her paintings of the Zaire flora.

Adults may accompany children, but the lecture is intended mainly for young people of school age. There is no charge for admission, but as accommodation is limited, application for tickets should be made as soon as possible to The Secretary, The Royal Horticultural Society, Vincent Square, London SW1 2PE.

If you planted precooled deciduous, tallies or perennials in bowls to have them in flower for Christmas, look at them now in their plunge bed, under their covering of peat, or wherever you put them in October. If the deciduous have made about two inches of growth they may be brought into a greenhouse or into gentle warmth indoors. Tulips must make two inches of growth, and the bud of a hyacinth must be well clear of the bulb before they are brought into the warmth. If they are brought in too early the leaves may grow faster than the flower stems so that the blooms are hidden by the

Roy Hay

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FAMILY CAROLS
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PHILIP JONES BRASS ENSEMBLE
Percussion: DAVID CORRIE, JAMES BLADIS
Soloists: JOHN FLETCHER, RICHARD WILKINSON
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Tickets: £1.00, £1.50, £2.00, £2.50 (01-589 5212) & A.M.

THURSDAY, 18 DECEMBER at 7.30
'A NIGHT OF OFFENBACH'
with
NICOLAI GEDDA JANE RHODES
NEW PHILHARMONIA ORCHESTRA
AMBROSIAN SINGERS
Conductor: JEAN PERISSON

Excerpts from: "The Grand Duchess of Gerolstein" "La Belle Ophélie" "The Underworld" "La Perle" "The Drum Major's Dream" "La Vie Parisienne" & "La Vie Bohème"
Tickets: £2.50, £3.00, £3.50, £4.00, £4.50, £5.00 (01-589 5212) & A.M.

FRIDAY, 19th DECEMBER at 7.30
DE KOOS presents
LONDON SYMPHONY ORCHESTRA
Conductor: MARC SUZOUTRO
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Overture: Roman Carnival
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Clive Barnes/New York Notebook

Nostalgic reunions and a few home truths

Despite the strike of the Broadway musicians which held up part of the New York Theatre season for a few weeks, the new season is now shaping up well. A *Chorus Line*—that wonder of a psychological musical—has officially opened on Broadway after having been unofficially in town since the beginning of the summer—and there have been one or two other good things happening. The musicals have been odd, in that—and this is probably a sign of the times—they have both been more like cabaret than musicals, in that they dispense with all narrative, and both have proved essays in nostalgia. *Me and Bessie* has Linda Hopkins playing Bessie Smith as it were, and this formal gospel singer is such a personality and performer the tribute—for it is more of a tribute than an impersonation—comes off surprisingly well.

The other new musical is also nostalgic. Called *A Musical Jubilee*, it is a celebration of the American musical until just about that time before the Second World War when, in all fact and purpose, it stopped being a musical comedy and indeed did become the American musical. This musical anthology—it has a little in common with *Cosetta* and *Colt*, those *Mormon* musicals—is beautifully done with an all-star cast, Tommy Grimes, Larry Kerr, Percie Munsel, John Raitt, Cyril Richard and Dick Shawn—but the final laurels are won by Lillian Gish—yes, D. W. Griffith's Lillian Gish—who was absolutely radiant.

In the legitimate theatre we have, of course, had Tom Stoppard's *Travesties* in the second of its two productions for the RSC. This has received tremendous notices—the producer David Merrick is advertising a page in a headline above a page of various quotes as the "Best reviews in Bway history", which for all I know could be true. I haven't made a comparative study of the various texts in the past—but may not prove so popular with audiences. You can never tell. London and New York critics tend to agree to a most surprising extent, but I suspect that London and New York audiences agree rather less.

This season we have had two plays with bar-room settings: one is Louis LaRusso's *Lamp*.

post *Reunions* and the other is Robert Patrick's *Kennedy's Children*. The reception for both has been somewhat mixed, but also generally assertive. The two plays could change our view much. *Kennedy's Children* have five people talking in interlocking monologues about their experiences of the "sixties" in New York—a period identified for them by the two great symbols of the decade, John F. Kennedy and Marilyn Monroe as a symbol of glamour and beauty. The five of them talk their way through the afternoon—getting drunker and drunker.

There is also a lot of drink to go under the bridge in *Lampost Reunion*. This is set in a bar in Hoboken, New Jersey, the birthplace of Frank Sinatra—the hero, or anti-hero, a fading singer called Fred Santoro, does indeed seem to take Sinatra and his career as a point of departure. In this play the drinking is nocturnal—the singer has come back with his side-kick and meets in this bar three of his boyhood friends. He has become famous and they become drunk—or rather he has become a famous drunk and they have just become ordinary drunks.

As the five men get at one another, telling home truths about fame, I remembered Jason Miller's gloriously successful play *That Championship Season* for the structure, even the theme has something in common. Now this play failed in London—London was not interested in a verisimilitude of a bunch of Americans looking at life through the bottom of a whisky glass. I feel that now in London, *Kennedy's Children* is a very successful play. I have a hunch that New York audiences may not take to it too readily. They will be missing something but that is hardly the point.

More and more I am coming to the belief that the London theatre—the serious theatre—is in a searching for a common life, whereas the average New Yorker is more interested in recognition of characters he knows. Now this is to an extent obviously a facile generalisation, but it does help to explain why some plays have almost inexplicably different receptions in the two cities.

It could be said of *Kennedy's Children* that its bitter criticism of American society is not altogether displeasing to European ears, and does help confirm a

every prejudice a European might have felt about the United States. But in a way so did *That Championship Season*. No, the differences in taste go

The living master of history

In a recent article Prof. Hick, with the laudable pose of securing for non-Christian religions a positive set as avenues to God for adherents, has resorted to a "metaphysiology" of Christian message. He proposes that we should discard "metaphysical dogma" as Jesus is God and the Father, and that we should be content to take him a man whose life was extremely "transparent to the will".

Jesus, he thinks, was indeed, doubtless, a very saint with the sort of accorded by Roman Catholic to the Virgin Mary, though Blessed Virgin Mary, though Jesus inseparably interwoven with the "metaphysical dogma" of her son's God. So holy was Jesus (Erickson would have us think) that he was "transparent to the will" and not indicative that he

is to move into a "new world ecumenism" by ceasing to be Christianity. For the reason that the Christian wish to accept has never existed since the death on a cross of Jesus of Nazareth. Historical Christianity is founded on the meta-historical affirmation that the crucifixion of Jesus of Nazareth has raised him from the dead. There are no historical grounds for suggesting that this affirmation is originally a poetic way of saying something like "John Brown's Body lies a-mouldering in a grave."

grave, his soul goes marching on. On the contrary, I have seen the survivors of the dead some of his own accredited followers had seen him alive and recognized him, and was totally convinced that this was the same Jesus who gave me this impersonally surviving influence.

Any good Jew could say, said, and could still say today that Jesus was a man, that a tragedy, even a mistake; and that his teaching on, and was incomparably valuable. If the Jew still, there need have been no division between him and the survivors of the Jewish movement. But what the Church said, what it began to say, was that Jesus' death (and his resurrection) was the only way raised this buried man from the dead and established him in the "metaphysical" world as the living master of his

Metaphysical

The New Testament does not indeed bear witness to very rapid theological developments in primitive Christianity. These developments form a number of different conceptual lines and led to such diverse yet complementary affirmations as the Pauline view of Christ (sc Christ) the whole "coheres" and, "God has given him the name that is above every name". The name of the Father is the characteristic of the Logos in Hebrews. "The Jewish found the end at the beginning, and the hebraic work of thy hands." Johannine statements of the word of God. The beginning with God and the Father. The same faith is shared by the authors of the three Gospels. The making, the whole of this

earliest of the New Testament books. It presents Jesus having died "for us" as a man who had been raised by God to the heavens, and now abide there, and as he will come again to take his disciples up into his everlasting presence.

Professor Hick in fact offers the old paradox to which we have come back about the beginning of this century: Is Christianity an unbridgeable gulf between on the one side and on the other? Is Christianity was from its very beginning a bridge between Jesus, whom on the other side we have to acknowledge as he claimed as its founder to have improved the status of other religions, he has stated Christianity of its specific nature, and offers to return, such more or less as he derived from the fragmentary records—or rather a serious scholarly recognition of the life of a holy man of whom man has

Sir John B. C. Butler
 is the son of a series of
 nobles in England. Butler
 is the son of a noble
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in the
October 11,
Newsweek Ltd, 1977

Greek shipping

A Special Report



Intuitive optimism all that is left in battle against time and tide

by Mario Modiano

While the world shipping crisis has degenerated into a great slump, many of the Greek shipowners went against the tide and enlarged their fleets.

From 1965 to 1975 the Greek-owned merchant fleet grew spectacularly from 1,513 ships of 18,575,153 gross registered tons to 4,376 of 43,636,426 tons. For the first time, in 1974, there was more tonnage under the Greek flag than under the so-called flags of convenience.

If all the merchant ships owned by Greeks operated under the national flag, the Greek merchant marine would be the largest in the world. One could assume, therefore, that in the shipping crisis, the Greeks would stand to suffer less than other nations.

But what is the reason for this? One reason is that the most of their ships are oil tankers. A decision to lay off or even to run at marginal profit, is less painful if the ship is free of crippling debts.

Greek ships under foreign flags, most of them recently

built, have been hardest hit by the crisis. Of a total of 1,196 Greek-owned ships (19,325,152 tons) registered in Liberia, Cyprus or Panama, about a quarter were laid up at the end of September.

When the crisis came in the wake of world recession, rising costs and dearer oil, Greek shipping orders on the books were for 256 vessels of 22 million tons worth \$5,500m (about £2,750m). Since then a third of that tonnage, consisting of large tankers, has been cancelled.

Later, as shipbuilding prices fell, the Greeks suddenly began putting in massive orders for more conventional-sized freighters — the end-sized 15,000 and 35,000-tonners — which apparently held out the best hope in case of an early market recovery.

The dominant position held by Greek shipping in the world has been a great asset for Greece, although at times its economy was far too indirect to elicit praise. It is estimated that about a tenth of the country's population lives off shipping and

related trades. About 120,000 Greek seamen work on Greek-owned ships and in times of prosperity there are jobs for many more.

Foreign exchange earnings from shipping, especially the remittances sent home from shipowners and seamen, increased within a decade from \$164m to \$874m, giving significant support to the Greek balance of payments which is plagued by a permanent trade deficit.

Otherwise, the extent of the contribution to the country's economy has varied according to the degree of confidence (or lack of it) between the state and the shipowners. Most Greek governments offered substantial inducements to shipowners to repatriate their ships, though at one point the purpose was not always clear. In fact incentives included such broad tax exemptions that the benefit to the state was almost abstract.

The last dictatorial government in Greece which was in desperate need of political funds, gave the shipowners lavish concessions to entice them to move their ships to

the Greek registry. One of the privileges was the right to open tax-free offices in Greece in order to manage from there their overseas business.

The net cash result of this policy was minimal. Yet the repatriated shipowner came in close contact with his native country and, as his interest in diversified investments grew with his profits, he became attracted to the opportunities available at home.

It is, for instance, almost fashionable for Greek shipowners to own a shipyard in Greece.

For one thing it makes it easier for them to build or repair their ships in their own backyard, rather than suffer delays in existing yards. Four large shipyards owned by shipowners are in operation and several others are in the planning. The value of land-based investments made by shipowners is estimated to be nearly \$1,000m.

They extend from banks to hotels and from chemicals to oil refineries. The outlook is that by 1985 these investments will have grown to \$3,000m.

Although the restoration of Greek democracy coincided with the end of the shipping boom, the shipowners realized that they could hardly expect all the extra-territorial privileges they had enjoyed under the military regime to continue. They agreed, therefore, in April to an upgrading of their tonnage tax to rates existing between \$0.40 and \$1.20 per gross registered ton, depending on age, type and date of registry.

These rates are now subject to a 4 per cent annual increase until 1981. Total exemption is guaranteed only to ships less than six years of age which were built in Greek yards. Collections of this tax so far have yielded enough to justify a forecast of \$35m to \$40m this year, compared with a mere \$1.25m paid by shipowners as tax in the last year of the dictatorship.

At the same time, a special contribution for the Greek-owned ships under foreign flags for the privilege of hiring Greek crews, is expected to yield an additional \$17m to \$19m. However, Greek shipowners pro-

test that the Greek Government, while offering constitutional guarantees that this special tax status cannot be changed for the worse in the case of Greek-flag ships, has failed to give similar safeguards for other Greek-owned vessels. Negotiations are in progress to settle this dispute.

Outside the present crisis which has cut back their gains considerably, Greek shipowners are beset by serious problems. One of them is the shortage of crews, especially of deck officers. This increases the risk that their understaffed ships may be denounced as "sub-standard". They are pressing the Greek Government to speed the training of competent workers.

The truth is that the Greek fleet is regarded as accident-prone mainly because of the age of its ships: 10-year-olds account for over a half of all the ships, compared with 20 per cent in the rest of the world.

There has been no improvement in recent years.

At one point last year the absence of war risk insurance for their ships — may be dissipated as soon as foreign ships in Piraeus as

Greek-owned by using a Greek Government is ready to give approval for the creation of a shipowner-controlled insurance organization which would represent Greece on the shipping insurance agency which is to be founded within the context of the North Atlantic Treaty Organization.

Against this background of crisis and persisting difficulties, in which the only silver lining comes from the intuitive optimism of Greek shipowners, what are the prospects for the Greek shipping industry?

Experts say that for the larger tankers the future is bleak. Even if the price of oil does not keep increasing steadily most countries are expected to start developing domestic energy resources in order to diminish their dependence on imported oil.

Greek owners whose fleet consists of 48 per cent tankers, have now come out strongly in favour of the segregated ballast tanks provided that the UN Convention is universally enforced. This move will both satisfy the anti-pollution requirements and eventually diminish the

The bay of Elefsis: in its waters lie millions of tons of laid-up shipping, reflecting the recession of the industry.

about 30 per cent the world tanker surplus capacity. The prospect, therefore, is that more and more Greeks will be turning to dry-cargoes which they expect will be making brisk business next year in view of the merging of the economic upswing in the United States, to be followed, it is hoped, by one in Europe shortly afterwards.

The sector of Greek shipping hardest hit by recession in the past two years was cruise ships. A sudden recovery last summer has given hope of a boom in 1976. Berth capacity has increased from 23,351 in 1970 to 32,104 this year in the expectation that peace in the Middle East combined with the social unrest in Italy will make 1976 a vintage year for Greek tourism and cruising.

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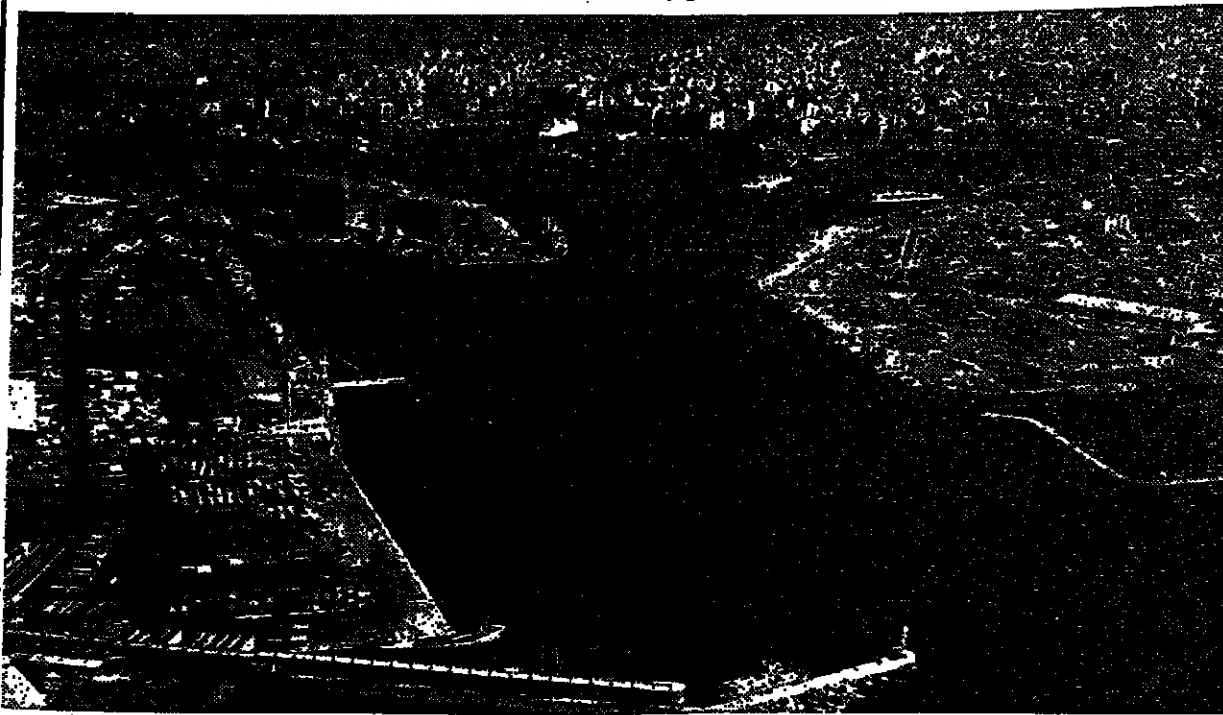


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Published in Piraeus
every month
in Greek and English

Naftiliaki is published by
Amalia Vokos O.E.
118 Alkiviadou Street
Piraeus TT37
Greece



The waterfront area of Piraeus.

Piraeus: heart of a community

by Anthony Jones

Modern Piraeus is a city that lives and breathes ships and shipping. It is a city of new buildings, office blocks and shops, liberally covered with marble. And it is an up-to-date port.

There is a sturdy devotion to making certain that Greek shipping prospers. The city has grown quickly into an important international maritime centre and near by is the port of Athens.

The waterfront area of Piraeus is called Akti Miaouli and houses the office of every important ship owner. It has become the heart of the Greek shipping community and along with the owners of companies it boasts the names of most leading banks in the world and many well-known insurance companies.

Elsewhere in the city can be found the offices of average adjusters, insurance brokers, ships' chandlers, professional and craftsmen's guilds, the Commercial Goods Exchange and the Pan-Hellenic Maritime Federation. Lloyd's is well represented, and so are the countries.

At one end of the Akti Miaouli is the passenger terminal, the site of Posidonia 76. This biannual exhibition is a focal point where international shipping leaders meet, in an informal atmosphere to discuss business. So far almost 30 countries have signed acceptance forms and the exhibition is always over-subscribed.

Another part of the Akti Miaouli is the Piraeus Marine Club, to be a member of which means you have been accepted in shipping circles. There, on the eighth floor you can see for miles and rub shoulders with the world's wealthiest men. The club, started in 1969, has more than 500 members who talk shipping and associated topics constantly.

Piraeus as a port is large and modern with 18,350 metres of quay, repair facilities, 159,000 sq metres of warehouses and storage space for 400,000 tons. There is also 650,000 sq metres of open storage space. But this was not always the case.

Athens and Piraeus have always had a common purpose; each period of port development has been accompanied by prosperity and progress. When there was no port of Piraeus, Athens was of little consequence. Today, both the city and the port throb with activity.

In the fifth century BC the Athenians, thanks to Themistocles, transferred the main port from Phaleron to Piraeus and, with its natural harbour, laid the foundations for the development of the port to the extent that it became the centre of commerce for the Athenian democracy.

The city of Piraeus then began to develop in parallel with the port. Soon, Piraeus, an unimportant township, became a model of its kind with a splendid layout, including theatres and markets; it became a new town, humming with life and was rightly called "the market of Greece".

After its destruction by the Romans the city fell into decay. It was a tiny little town, throughout the Byzantine era and the Turkish occupation, but the same characteristic of common purpose and destiny was evident later, especially after 1834 when Athens became the capital of Greece.

Piraeus began to prosper once again with active commercial shipping and industrial interests from all over the country establishing themselves in the city. It became the most important port in the country while the second only to Athens.

Thus it remained for about a hundred years until in 1941 it was badly damaged when a British ship, laden with nitro-glycerine, exploded in the harbour. In 1955 the harbour, as it is today, was reconstructed from plans drawn by Demosthenes Pappas.

Piraeus has a population approaching 500,000 and is continuing to grow. One of the largest shipbuilding delegations ever dispatched from Europe to Japan for the "contact meetings" which take place with the Japanese shipbuilders spent three days locked in discussions in Tokyo earlier this month. At the heart of their discussions was the calamitous state of the international shipping market and the vast overcapacity in the world's shipbuilding industry.

The discussions appear to have produced rather more positive result than previous meetings, and perhaps a more positive outcome than the participants could have hoped for. It is a fair indication therefore of the gravity of the crisis.

Japan's shipbuilding industry, nurtured by indulgent government policy and an equally indulgent banking community, has dominated the world shipbuilding industry. A pillar of the Japanese export offensive in the 1960s, the Japanese industry has now reached a position where it accounts for well over half the world's new ships delivered each year.

But that dominance is being undermined by market forces. Japanese operations have been based on the series production of standard types of ships, notably large oil tankers, the very large crude carriers—and large bulk carriers. But in the aftermath of the Yom Kippur war and the oil embargoes the market for large tankers has completely collapsed and the Japanese yards (and those in Europe building similar ships) are in desperate straits.

There is every sign that the Japanese yards will have to embark on major labour redeployment policies, while in Europe the threat to employment is if anything, even graver. Pricing policies by the Japanese—quoting in some cases prices up to 40 per cent below those quoted by European yards—could

crush the European yards, 159,000 sq metres of warehouses and storage space for 400,000 tons. There is also 650,000 sq metres of open storage space. But this was not always the case.

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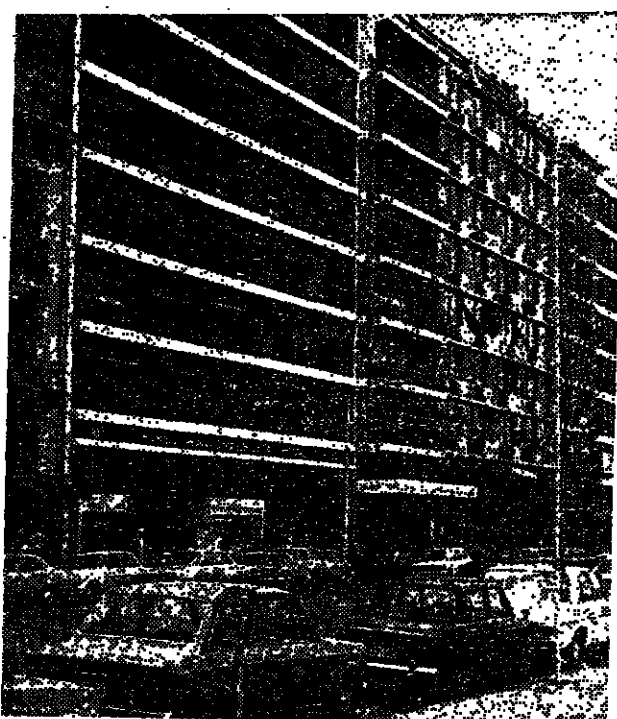
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Akti Miaouli, the main financial road of Piraeus.

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A leading user of the Suez Canal

by Peter Hill

Ships are once more passing through the Suez Canal. The waterway which has played such an important role in influencing patterns of world trade has been back in operation for five months after being closed since 1967. But the traffic which has passed through the canal is still well down on the levels of traffic in pre-closure days, although the Egyptian Government hopes shipping will gradually be attracted back.

That the canal has reopened at all is surprising after such a long closure. But the Egyptian Government made it clear at the end of the Arab-Israeli war of 1973 that the reopening of the waterway would be a priority objective, against the background of the peace settlement agreed with Israel. Vast sums of money, running into several thousand million pounds, have been set aside for the reconstruction and development of the canal and the surrounding area, largely through the raising of international funds.

Egypt's desire to return the canal initially to its condition before closure and ultimately to expand and develop the waterway to the largest extent possible, has important implications for the world's marine industries. It remains to be seen, however, if the implications will be as far reaching as the opening of the canal more than a century ago when shipowners moved the shortened route which the canal provided between Europe and the Far East, in eliminating the need to sail around the Cape of Good Hope.

Much has changed since the canal's closure in 1967, not least the size of vessels in which oil is transported and since tankers in the pre-closure period accounted for the bulk of the canal's revenue, this change is of great importance. Under the redevelopment plan, however, the canal should be capable of accommodating the largest tankers now in operation.

Under the first phase of reconstruction—now all but complete—the canal has been restored to its pre-closure draught of 38 ft. It is able to accommodate a fully laden tanker of 50,000 tons or a vessel of 200,000 tons in ballast. Work on the second phase of development is going ahead and will take about three years to complete. It will involve increasing the draught limit to 53 ft, widening the canal so that laden vessels of 150,000-ton deadweight can use the waterway and an unladen 300,000-tonner could make the passage.

The third phase calls for the draught limit to be increased to between 68 and 70 ft which would enable laden vessels of 300,000 tons to use the canal while unladen tankers of 500,000 tons could make the voyage in safety.

The Suez Canal Authority hopes tankers with cargoes of crude from the Gulf and bound for Europe or the United States will once again become the major users of the canal, accounting for

some 80 per cent of the tonnage passing through. However the relaunching of the canal could not have occurred at a worse time with the tanker industry in the maelstrom of the Arab oil embargoes and the fourfold increase in oil prices, surplus of tonnage amounting to about 30 million tons for the rest of this decade at least and freight rates down to break-even levels and many cases below.

There is the additional problem for the canal authorities that, whereas in the pre-1967 closure days the then, as now, 38 draught limitation, 60 per cent of the world's fleet of tankers could use the route. Now the proportion is less than 30 per cent of the world fleet. But despite the disastrous state of the tanker market, there were 41 laden tankers which made the northbound passage (twice in the level of August) while 53 tankers passed through the canal initially to its condition before closure and ultimately to expand and develop the waterway to the largest extent possible, has important implications for the world's marine industries.

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Owners who sail outside troubled waters

In Greek shipping circles, rich men are common, but only two names ring loudly in the mind of the man in the street: Onassis and Niochopoulos. If he thinks a little harder, two more will come to mind: Pournaras and Goulandris.

It is not surprising perhaps that these first two names have appeared constantly in the gossip columns of the world's press. But there are many more men, and women, whose names are in the household kind. Who in Britain (shipping circles apart) has heard of Mr. Thanasis Martinos or Mrs. Jenny Pournaras-Bardavilias?

These two people are both young and have a charm and self-assurance that comes from working hard at something they do well. They are as different from their predecessors as it is possible to be. The glamour is not worn so arrogantly. Certainly they make their money, though not everyone who attempts to make it with ships succeeds.

When I asked why Greeks are so successful at the business of ships, I was told to look at the severity and spartan nature of the country, and to understand why men set sail.

It is too glib an explanation for their success. Perhaps it is all to do with the Greeks having been for thousands of years a seafaring nation with a strong trading tradition. They pass up few opportunities in maritime matters and have a fine instinct for money.

The people mentioned earlier, I suppose, can be regarded as the young blood of Greek shipping, although they are by no means novices when it comes to seizing an opportunity.

Mr. Thanasis Martinos is 26, the president of the Thessalonian Greek Shipping Association, and has a fleet of about 100m. In 1970 he set up his own company to manage what was then a five-vessel fleet; now five years later he has 41 ships of well over 700,000 deadweight tons. It is one of the larger fleets run out of Piraeus and he has several more ships on time charter for other owners.

His father is one of Greece's leading antique dealers and the widows of the family home at Glyfada look on to the Aegean; the call of the sea was too much for this youngster. He said: "I always remember being close to the sea."

Before he set up the company he went to London to combine studies in economics at Queen Mary College,



Thanasis Martinos, group president at 26; and Jenny Pournaras-Bardavilias, first woman ship-owner.



an independently controlled fleet of 11 ships totalling about 150,000 dwt and a further five ships totalling 145,000 dwt on order.

Mrs. Bardavilias, who is aged 32, a slim blonde figure like the Boudouline after the shipper heroine of a battle-ship in the War of Independence. She is as resourceful and spirited as her line's namesake.

An illustration of this point is that she bought a ship, considered a total loss in 1972 when it was marooned in Madagascar. "We not only managed to sail her to Piraeus under her own steam, but we picked up a cargo along the way," she said.

Mr. Martinos said that his ultimate aim is to see his company grow and grow; he has an office in New York and another in Singapore and he has also strong British connections. He takes care of his staff, too, having introduced auxiliary pensions and life assurance schemes; and the staff are encouraged to buy shares in the group where they are guaranteed a good return on their investment.

His next aim is to introduce a retirement scheme at 60 for office staff which will, in time, be extended to senior personnel. His staff are mainly young, but there is a good leavening of older men to create a decent balance of experience and enthusiasm versus experience and caution; though it is scarcely necessary with the youngest. He said: "I always remember being close to the sea."

Mrs. Jenny Pournaras-Bardavilias is the first woman owner to grace Greek shipping's huge growth with

fleet with well-paid, almost entirely Greek crews.

Asked about the future of Piraeus, she says it is a good place to work from. "Communications are excellent and we feel no need to have a London office. Like Mr. Martinos she feels no fear over delegating responsibility, though at the beginning she felt the need to be present herself in every aspect of the day-to-day affairs. Her only regret is that she sees too little of her two children."

What they do have is a mother who has carved a deep niche in a male-dominated profession where only the toughest survive. Mrs. Bardavilias is not obviously tough, though there is a quiet determination about everything she does.

There are many more modern young Greeks casting their eyes seawards for an opportunity to expand the national merchant fleet. They will make their own chances in an increasingly tough world. They will do it differently from Onassis and Niochopoulos though it is a good lineage to follow.

Not for them, necessarily, the Rolls-Royce and the yachts, the homes in Monaco and New York. These trappings may come, but not as ostentatiously as to their predecessors. These people have a long way to go yet but they will make it in Piraeus.

A.J.

Cruise boom surprises

by Sergios Trambas

A sudden boom in cruises in mid-July offered a solution to the pressing problems which Greek cruise ships have been facing since 1974.

Although 1974 started well, the Cyprus crisis and the political change in Greece created chaos in this sector, a crisis which intensified during the first half of 1975.

Many of the companies operating cruise ships, facing unprecedented economic difficulties, cut expenses by limiting the number of cruises and vessels and by dismissing staff.

Because of this, at the beginning of 1975 many owners chartered their cruise ships to other operators.

From July 15 the situation changed completely and cabins of Greek cruise ships were fully booked.

The astonishing increase in the flow of tourists to Greece came about in the middle of the summer," Mr. C. A. Ringas, managing director of the Hellenic Mediterranean Lines, said.

"Of course, we are still far from covering the losses we suffered since the beginning of the year."

"We are all waiting for government assistance similar to the help given to hotels."

Greece can offer sea cruises of a high standard, which creates competition for shipowners with a tradition of excellence.

Scandinavians. In cruises of the Eastern Mediterranean and Greece, the discerning customer will receive rare hospitality, combined with scenic delights.

Mr. Ringas said: "We expect an increase of 25 to 30 per cent bookings on Greek cruise ships because of combined efforts by the Greek National Tourist Office and tour operators."

"Some 40 million tourists are expected to go to Spain by the end of 1975. If 10 per cent of these take cruises, there would be 4,000 new customers."

Yachting in Greece has increased in popularity, but, according to Mr. P. Tafos, president of the Panhellenic Yachting Association, the industry should be relaxed to allow the development of private initiative without state intervention and lengthy, administrative procedures.

A total of 1,237 yachts, carrying 11,967 passengers, sailed in Greek seas during 1974. They remained in Greek ports for a total of 54,658 days, while 877 vessels spent the winter in Greek marinas.

Coastal vessels also serve the travelling public. Those who cannot afford to charter a yacht or do not want an organized cruise, can travel independently to the smallest and most distant island, by using one of the many coastal ferries which sail from May to the end of October.

Tickets are cheap and offer a pleasurable sea voyage lasting from one to 18 hours on a calm sea.

The author is editor, Nafikiadi.

Customers the banks prefer

by Anthony Renouf

The great depression in the shipping industry has made it the economic sector that bankers avoid.

They avoid leading money to, but the ship owners they least dislike are the Greeks. Like all best bank customers, they need the money least. A senior shipping man from the London office of one of the biggest American banks estimates that every one of the top 10 Greek owners has got cash or other liquid assets at least equal to his debt outstanding on his fleet.

This means that with today's rock bottom prices for new and secondhand tonnage many could have no marine assets two or three times the worth of their debts; they could perhaps be described better as cash owners than shipowners.

According to the shipping department head of one merchant bank, most of the banking community has just been too slow to see the effectiveness of the London Greeks. "There was a silly sort of instinctive preference for the owners of the far north," he said. The result of the Scandinavian passion for the big ships, the most recent reliable report, is that there are 12 ultra large crude Greek-owned carriers laid up, while the Norwegians alone have no less than 60.

The strength of the Greeks dates back to the end of the war. The flattening of the country's economy led to the Americans over countless liberty ships at \$50,000 each. Some of these are still earning money. This is what the Greek shipping industry springs from and not the mists of ancient time. The mists of ancient time did Greek-owned proportion of the world fleet before the war could not have been more than 1 per cent; now it is put at 15 per cent at least.

While they may be relative

maritime newcomers the Greeks are probably the most conservative in the most conservative of ship finance. A stampede of 1972-73 anything afloat was a good risk and anything on an order book was a prime risk and shipowners first time round or with years in the business had a field day. "Some banks were just throwing money at them," says one banker.

What did not seem to become common knowledge until later was that the Greeks were not running with the herd. There was no flood of supertanker orders from either Piraeus or Mayfair.

The keen new men in ship finance, crazily waving 10-year oil shipment forecasts all over the place, did not notice the Greeks were not buying. The inclination to all things Nordic had obviously helped to divert their attention. Only the bankers who had seen at least one cyclical downturn in shipping could have told them why: supertankers are not even 10 years old yet.

With hindsight almost everybody connected with shipping now readily claims that the colossal order book built up before the 1973 Yom Kippur war was a mistake.

Any loan looks sound in isolation when 200,000 tonners are paying for themselves in six months' freight earnings. Worldscale rates were running up to the 400 level then but they are barely reaching 20 now. More than just a few bankers should have stood back and talked to the Greeks.

However, just because the Greeks have got a good name in 1975 it does not mean they were omniscient in 1973. It is said that the Greeks did not order many large tankers because they never ever go into any new ship type first. And who normally makes money going in second?

Another qualification

Greek foresight is their tax position. In 1972-73, in contrast to that of the Norwegians, the tax laws of Norway are constructed so that the only way owners can avoid income tax is to keep buying new ships, literally and always at higher prices per ton than their existing stock.

When the rush to a tax shelter becomes a stampede into untold tonnage, ship prices are going up fast for the wrong reasons.

A third reason for possible banking circumspection towards the Greeks lies in their love of secrecy, which springs from their ultra conservative, and all too often exclusive family-based style of management. The most ardent pro-Hellenist banker will admit that by the standard criteria of big corporate borrowers, the Greeks are patently deficient.

The lack of incorporation of their business activities, the inherent dislike of published accounts, the desire to hide the very ownership of ships themselves, all combine to make the uninitiated in the banking community think more than twice.

But there is one criterion they fulfil: they are successful. They always pay the money back and make much more of it for themselves, as any banker hugging his Greek portfolio will tell you. And he will go on to point out that for corporate loans their weaknesses are their strengths.

The family connections often reaching out to third, fourth and fifth cousins make for trustworthy shipping offices the world over. And as for secrecy, you cannot snap up a bargain by shouting it from the rooftops first, and ship sale and purchase is a bargain hunting business if ever there was one—in good times and bad.

The author is on the staff of Seafarer.

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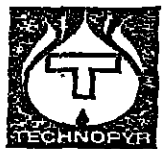
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CABLE "SHIPSURVEY"

Millionaire with long-term plans to create world centre

by John Carter



Anthony Chandris likely to prove most influential.

The word best suited to summarize the character and approach of Mr Anthony J. Chandris is "unobtrusive". It is a characteristic rarely encountered among the Greek millionaire entrepreneurs of shipping, yet of them all, Mr Chandris is likely to prove most influential in these changing times.

He was born about 50 years ago on the Greek island of Chios, but has lived in Britain for more than 20 years. Married, but childless, he is chairman of Chandris and, since last January, has been president of the Union of Greek Shipowners.

It is in that role that his influence is being felt, for among other objectives he has the long-term ambition of rounding out the Greek shipping industry—of encouraging that country's expanding ship repair industry and bringing to Athens the essential ancillary services of ship-broking, insurance and finance.

"I personally think that the establishment of Piraeus as an international shipping centre is something that will go on for a very long time," he said. "It has very great chances of success, provided that it is done with care and method."

Though Greek shipping is not as competitive as it once was, it has a significant influence on that country's economy. "We earn something like \$375m (about £437m) a year from shipping, and as the total for all our exports is something like \$2,000m shipping represents something like 40 or 45 per cent," Mr Chandris said.

"If one sector can bring in 45 per cent of your balance of payments, it must be a very important sector, and this is why Greek shipping has more prominence in Greece than shipping enjoys in any other country."

It follows that the Greek authorities take notice of the shipping industry's recommendations and Mr Chandris is actively supporting the encouragement of foreign businessmen who wish to establish their services in Athens. He regards British involvement as important, if not essential.

"I foresee a lot of insurance business being concluded by British brokers in Greece," he explained. "The reason I am insisting on the word British is that insurance needs a tremendous amount of knowledge—far more than chartering—and we do not have these people. Every Greek, because he is a merchant by birth, wants to do chartering, but very few want to do insurance. That means sitting down and studying and reading case law and so on. And that is not very much up our street. I do not think we are patient enough."

The tradition that one came to London to do ship-repair business because it was the world's finest centre is slowly changing, Mr Chandris believes. "So much progress has been made on that score that there are a number of Greek shipowners who do not have an office in London. In the old days we took it for granted that you could not possibly work anywhere else."

Accommodating the change is, he realizes, another aspect of his work as president of the Union of Greek Shipowners. The telephone and telex enable shipowners to contact London, Hamburg or New York and conclude their business. "I could give you 10 names of Greek shipowners who have never set foot in London," he said. "Of course they miss the undertones of the market and the advantage of seeing shipping people here."

As far as recent political changes are concerned, Mr Chandris pointed out that the shipping industry has successfully weathered previous storms. "We (the shipowners) still feel very close to the Greek government. Industry has been fantastic all down the years."

"I am proud that we

never had a strike, dictatorship or no dictatorship. In the difficult days of 1945, when the communists took everything, we still did not have a strike in Greek ships. We are very proud of this record and really proud that every time there is a difference we find a solution without any government intervention."

It was in November 1974, that Chandris Cruises, run by Mr Chandris's older brother, Mr D. J. Chandris, merged with Chandris Lines to form the present company. The list of ships under Chandris agencies is impressive—14 passenger liners, of which the 26,000 gross registered tonnage tanker and 13 cargo vessels. But as well as managing

those interests, Mr Chandris has also involved himself in the wider aspects of the shipping world.

"This is the time when, if the majority of things are done correctly, we will establish a sound base for many years to come. And that will apply whatever government we have in Greece now or in the future," he said.

As far as the world surplus of shipping is concerned, Mr Chandris is firmly realistic. He is unenthusiastic about the development of a Greek shipbuilding industry, preferring his countrymen to concentrate on repairs and conversions.

"We have to have as many ships as the world wants, not as many ships as the yards

can produce," he said. "The one has nothing to do with the other. The yards have proved that they can produce in a couple of years all the ships the world needs."

Turning to the long-term future, Mr Chandris declares himself a firm optimist: "In Greece we have a saying that the sea gets very sick very often, but never dies. Well, the sea looks very sick now, of course, but there is no cheaper way to carry commodities such as oil, grain, iron ore, coal. We are living in a world of strict financial competition."

"We may get a lot of bad patches, and some of them are very difficult to overcome, but the needs of the world are increasing. Shipping is fundamentally a good business."

earlier this year with more than 500 other Greek businessmen to create a new financial institution.

Ergobank has paid-up capital second only to that of the National Bank of Greece, and aims to create a wider credit base for industry than has existed until now inside a banking system dominated by the National Bank and the Andreadis-owned Commercial Bank group.

Mr Carros also figures in the most ambitious single investment in tourism undertaken in Greece, with a claimed \$100m (about £50m) project to build a 3,000-bed luxury hotel and hangarous complex as part of a self-contained holiday village on the Chalkidiki peninsula in north Greece. There are fly-cruise arrangements into and out of Porto Carras planned from the 1977 opening on two passenger vessels converted at the group's own shipyard. Hull insurance has also attracted the interest of senior owners, with Chandris, Karageorgis, Marinopoulos and G. P. Livanos all involved since 1972 on their own or with joint venture companies.

Repairs soften economic blow

by Stephen Farrant

Eight of the 10 largest investments in shipping capital in Greece are in shipyards and oil refining. Entrepreneurs such as N. J. Chandris, N. J. Karageorgis, N. J. Vardinoyannis were quick to see that a well-equipped yard would at worst provide year-round servicing for their own fleets and that oil refining, particularly for export, was an even more profitable undertaking if they could bring the crude in and take out at least a proportion of the processing product in their own tankers.

Refineries look a lot less attractive now—unless, like N. J. Karageorgis, you have a guaranteed domestic outlet—but ship repair facilities have, if anything, increased in appeal during a period of retrenchment in the maritime community. There has also been a sizeable growth of ship-repair interest in recent years in tourism, banking and insurance.

At least three more repair yards—for Papailios, Martinos and Callimanolopoulos interests—are among substantial projects presently awaiting government approval, and a fairly modest facility established in 1973 by J. C. Caras at Chalkis is being expanded into a \$100m (about £50m) repair centre. After permission is finally given this month, in the teeth of opposition from the Archaeological Group, for Mr Aristomenis Karageorgis to build a shipyard, a one million ton cement plant and a \$335m steelworks in the area of his- toric Pylos in the south-west Peloponnese, fixed capital investment channelled into Greece by the shipping community, worth some \$1,000m could well triple in size during the next 10 years.

Large-scale shipowner involvement in Greek industry is a fairly recent phenomenon. The shipping community emerged from the Second World War in a parlous state—many established companies lost most, and some all, of their ships—and it was not until the mid-1950s that the first evidence of a prosperity rebuilt out of London and New York made itself felt in Greece.

Hellenic Shipyards, Onassis's rejuvenation as Olympic Airways of the rundown state airline, and first expansion by Mr Stratis Andreadis of the Commercial Bank group into what is today Greece's biggest privately-owned industrial empire, all date back to that period, encouraged by a liberal 1953 investment law.

It was in the years after the April 1967 military coup that many of today's major investments were conceived. Generous state-backed credits inside a shipping policy which was arguably to prove the only real success story of seven years of military rule gave Greece a shipbuilding industry at a time when the Suez closure had badly hit repair revenues.

The N. J. Karageorgis-owned yard at Skaramanga was soon running at 15,000 tons per year under licence and new yards were also opened by Andreadis, further along the coast at Piraeus, and by N. J. Karageorgis at the island of Karageorgis. The prospect of a blank order book looms before both Skaramanga and Eleusis, but with nine floating and permanent docks and a permanent staff of 1,000, the yard at Skaramanga is the largest ship repair centre in the eastern Mediterranean, to the continuing benefit of the owners clubbed together

national's balance of payments. Direct gains to the economy from refinery projects, brought to fruition under the dictatorship, are the subject of a long and acrimonious, although exports of processed products from units such as the six-million-ton Laris refinery at Eleusis and the slightly bigger Vardinoyannis oil and lubricant refinery near Corinth were worth more than tobacco, previously the nation's top foreign exchange earner, in the first nine months of 1974 before recession put a firm grip on consumer economies.

An inquiry has been announced by the present Government into the terms and execution of refinery contracts negotiated with junta ministers. It is thought that inquiry will also be extended to the non-performance of certain obligations undertaken by the N. J. Karageorgis inside the \$200m (about £100m) investment accord signed in 1970, in return for which Mr Stavros N. Karageorgis acquired a two-thirds holding in the state refinery at Aspropyrgos.

Work is being pushed ahead at Skaramanga on a new 500,000-ton graving dock, costing \$50m (£25m) which is intended to be in service by the autumn of 1977, and the past two years have seen the entry of other private firms into the ship repair business, and into the key foreign exchange-earning tourist sector.

In May, Mr John Carros opened the first branch of his newly acquired Bank of Crete, which had closed at the end of the Second World War, and in another interesting development some 65 small and medium-sized owners clubbed together

earlier this year with more than 500 other Greek businessmen to create a new financial institution.

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Most of those owners are following a trail blazed 20 years ago by Professor Stratis Andreadis. Apart from shipyard and hotel interests, he controls five banks, three insurance companies, a mutual fund and industries extending from a \$47m (£23.5m) fertilizer plant to a fruit processing and cannery and a factory for sacks and other plastic products, all under the aegis of the Commercial Bank group.

The author is foreign editor, *Naftiliaki*.

Protectionism needs drastic solutions

by Bruce Barnard

The rush towards nationalism and bilateralism in shipping poses a great threat to the cross-trading Greek shipowners. The United Nations convention for liner conferences, which sequences the third flag share of trade to a mere 20 per cent, cleared its first hurdle when it picked up the necessary number of votes last June.

The oil producers are following up cargo reserve laws by building up their tanker fleets, while raw materials producers like Brazil and Venezuela want a bigger share in the transport of their exports. Even the industrialized nations seem to have deserted the idea of the freedom of the seas: West Germany is an enthusiastic supporter of cargo sharing, and American maritime unions are pressing President Ford to guarantee that country's flag tankers a share in carrying oil imports.

Greek shipping has already been hit by the trade slump. About 240 Greek-flag tankers are laid up alongside another 200 Greek-owned foreign-flag vessels. The number of vessels chartered by the Chinese has dropped from 400 last year to about 20, and most of the 200 Greek ships in the "concrete queue" outside Lagos would find it hard to get work elsewhere. Shipowners have sufficient funds to see them through this rough, but the longer-term difficulty of protectionism requires more drastic solutions.

Liner shipping will be the first victim of nationalism. The Greeks are less exposed in that market, as most of their fleet is in tramp tonnage. But some companies, like Hellenic Lines, Greece's largest liner operator, could face tighter conditions.

Greece's main hope of delaying the United Nations convention lies in the fact that important trading nations which signed the convention—France, West Germany and Belgium—are not to the code of liberalization of the Organization for Economic Cooperation and Development which forbids discrimination between members in maritime freights. The Greeks have argued that no OECD member can ratify the convention unless an OECD free trade zone area is established to operate in parallel to the liner convention.

Even if the convention comes into use, there are hopes that Greek owners can manoeuvre around it. Few developing countries have either the cash or skill to run their own fleets. They

are likely to charter vessels or sell their rights to 40 per cent of the trade to the highest bidder. The Greeks are well placed for that and some owners are reported to have had talks with developing nations with a view to running their "national" fleets.

Greek liner companies have usually operated as outsiders because of the hostility of established closed conferences. Hellenic Lines has run an outsider service between Greece and South Africa since 1967 because its bid for membership of the South and East Africa conference was rejected. According to Hellenic, the conference "used every means to compel us to withdraw". Similarly, the Far East freight conference would agree to Hellenic membership only on such restrictive conditions that joining would have been tantamount to financial suicide.

Mr Gregory Callimanolopoulos, Hellenic's managing director, says the growth of bilateral shipping agreements "threatens the cross-trader's very survival". Though he thinks it will take at least 10 years for most developing countries to acquire the necessary tonnage, he thinks the one hope for the independent operator lies in cooperation, either directly through time-charter arrangements with the developing nations.

The cross-trader should also tone down his national identity and cooperate with cross-traders from other nations. Mr Callimanolopoulos believes that "the writing is on the wall not only for liner companies, but also for general shipping".

The growth of the small Arab tanker fleets is being monitored closely by Greek tanker owners. Tanker ownership is beginning to move away from the traditional operators to the producing states, even from private concerns to the state. As the main oil-producing nations get the greatest use of their own ships in a tight market, the independent operators could be squeezed out.

Greek tanker operators are looking for joint ventures with oil-producing interests as a way to meet the challenge. A close relationship already exists between Greeks and Arabs, and that could win new business. In fact, it was in the early 1950s that Aristotelis Onassis tried unsuccessfully to set up a tanker company in Saudi Arabia.

According to Mr Ayar Keiffir, a director of the recently established Panislamic Bank, Arab oil states are willing to cooperate with Greek shipowners, in the transport of crude, its refining and marketing. The Arabs, he says, favour the Greek style of business, as there are no opposing interests between Greece and the Arab world.

Joint ventures with the oil states are a long way off. Meanwhile, the tanker operators are surviving the oil slump, backed up by considerable cash reserves and interests in other shipping sectors.

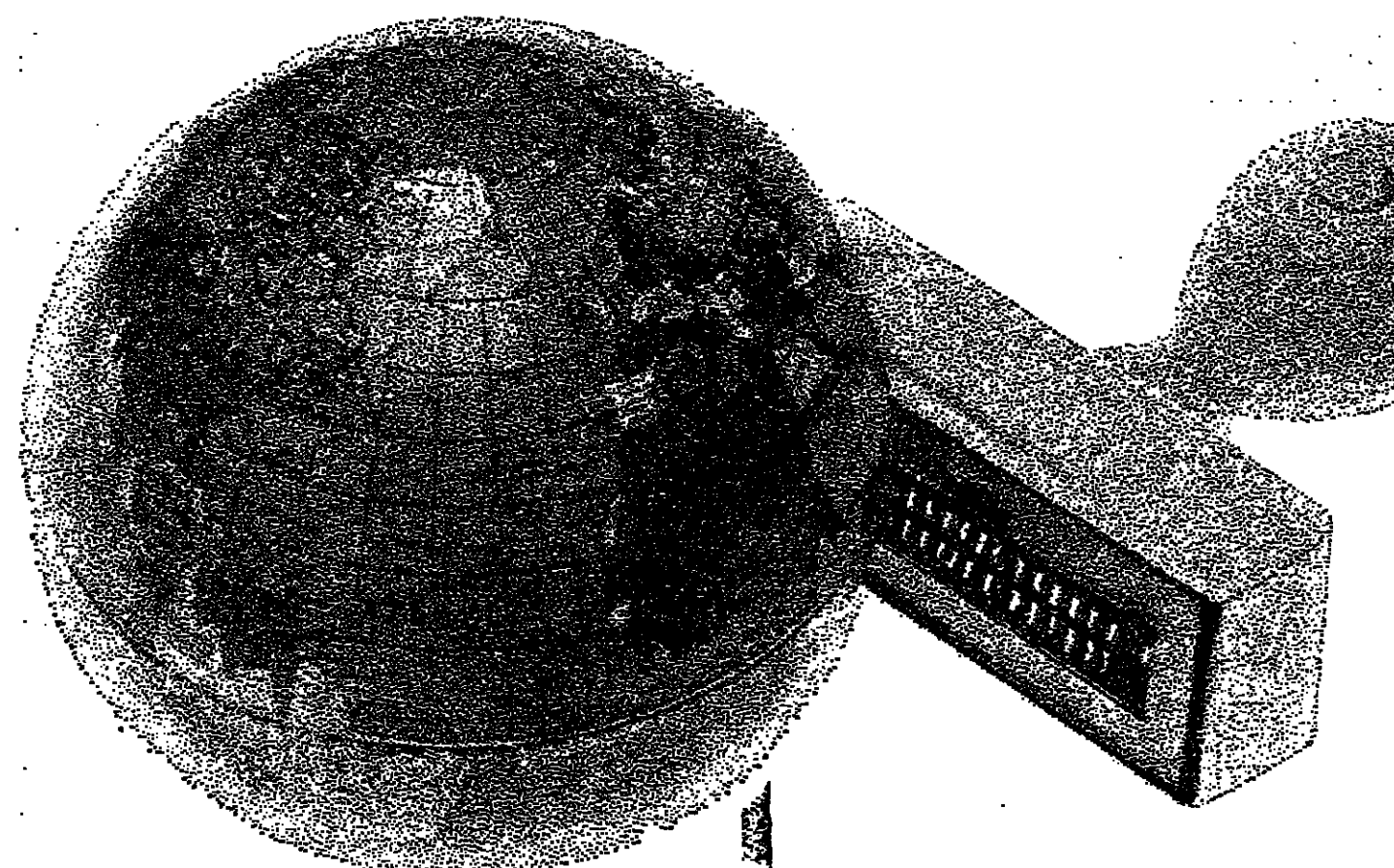
They seem still to be reading the market correctly. As an example, they were quick to recognize the shift of crude oil processing to the producing nations would lead to a sharp rise in demand for product carriers space, and they have placed a large number of ships for product carriers of the appropriate size.

Smaller owners are trading some of their independence for better business security. An example of this is Aristotelis Alafiotis, whose two 140,000 deadweight tonne oil tankers being built in Japan will be operated in a joint venture with the huge Japanese K-Line. Alafiotis will hold 51 per cent of the company Laurel Shipping, and K-Line, 49 per cent.

The ties which Greek shipowners have built up with their customers over the past 25 years should stand ships in good stead. Greek oiler carried vital grain, fertiliser and iron ore imports to China during the 1950s, when the United States was urging western nations to cut off commercial dealings with the Chinese. Before the Chinese charter market broke last autumn Greek ships were carrying almost 40 per cent of China's seaborne trade.

Because of their flexibility and capacity, Greek owners will be picking up business when the recession in the industrialized world ends.

The author is associate editor, *Seatrade*.



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NATIONAL BANK OF GREECE

LEADING THE ECONOMY SINCE 1841

THE TIMES
BUSINESS NEWSTreasury denial
over 'missing
five billions for
state spending'

By Tim Congdon

A Treasury statement yesterday rejected charges of a loss of over public spending in recent years. It denied that there was "a missing five billions" owing to the unintended growth of public expenditure between the 1970-71 and 1974-75 financial years.

The statement is given over to a discussion of the evidence by Mr Wynne Godley to the House of Commons expenditure committee on November 3. Mr Godley claimed that expenditure grew between the 1970-71 and 1974-75 financial years by £5,000m more than envisaged in the White Paper on Public Expenditure (Cmd 4829) published in November, 1971.

Now the Treasury argues that it is inappropriate to base comparisons on the 1971 White Paper because of the major events, such as "reflation" of the economy, the oil crisis, accelerated inflation, a major cut in public expenditure and a new Government with different priorities, over the period concerned.

But it does not seem to dispute that expenditure was higher in the 1974-75 financial year than at first planned and it does not deny that the magnitude of excess spending suggested by Mr Godley is roughly correct.

Indeed, performing a similar analysis to Mr Godley's, the Treasury finds that the gap

between the planned and the actual figures was £5,800m. The difference between £5,800m and £5,000m is partly due to the Treasury including announced policy changes in excess expenditure while Mr Godley deducted them.

The £5,800m excess over the planned level can be accounted for in three ways, the Treasury argues. First, the volume of public spending was higher by £3,300m. Much of this was due to the effect of the squeeze on council house rents from March, 1974, and large local authority building programmes which were responsible for greatly increased housing subsidies in the 1974-75 financial year.

Secondly, the relative price effect, a measure of the current to which public sector costs rise more than in the economy generally, was unexpectedly high.

But only about £250m of this element, altogether amounting to £1,700m, was due to public sector pay. Much more important, the Treasury says, was the exceptional rise in building and construction costs which was responsible for £1,200m.

Finally, debt interest was £800m higher than expected in 1971. The Treasury says that debt interest is "the consequence of a host of decisions taken for other purposes, such as taxation and monetary policy".

Triumph ballot rejects participation

By Clifford Webb

The worker participation agreement signed by Leyland Cars and the unions only three weeks ago has been rejected by a 400-vote margin.

A ballot of 7,000 manual workers at Triumph's Carley complex, Coventry, rejected participation in the scheme by a 400-vote margin.

The decision is a slap in the face for Mr Eddie McGarry, the Transport and General Workers' Union convenor at Triumph, who chaired the 32-man union working party which negotiated the scheme.

Mr McGarry, who was expected to play a key role as a member of the Leyland Cars joint management council will not now be able to seek membership.

Journalists attending the press conference called jointly by unions and management to announce the agreement on October 28 had thought that all 32 union representatives had signed the agreement.

But as a result of the Triumph workers' rejection of the agreement last night it was learnt that Mr Jim Griffin, the Amalgamated Union of Engineering Workers' convenor at Triumph, had refused to sign

until he had consulted his members.

Executives at Leyland Cars attempted to put a brave face on the setback last night, insisting that a joint committee would still be set up at Triumph.

A company spokesman said: "There is no provision in the employee participation agreement for a veto of this nature. We have a signed agreement on participation which means that we have a duty to provide the facility for all employees to be represented."

"Even if a group decides not to take part, we shall continue to develop the system in all our plants."

Mr McGarry said: "Naturally I am disappointed after all the work I have put in, but I accept democratic decisions."

Mr McGarry said that the recent elections for the new plant committee, as a result of their union is very poorly represented, leading to demands by moderate shop stewards for an investigation by national officials of the union.

It is understood that about one-third of the plant committees have now been formed.

Representatives of the British and Japanese motor manufacturing industries have agreed to hold two days of intensive talks in London on the imbalance in their trade.

The question of Japanese car imports into this country next year is expected to be high on the agenda.

The Japanese delegation will be led by Mr Eiji Toyota, president of the Japanese Automobile Manufacturers' Association, and the British team by Sir William Berry, president of the Society of Motor Manufacturers and Traders.

Their discussions, which opened on December 18, take place alongside government-to-government consultations and against the background of speculation about selective import controls.

Japan's exports to Britain this year are 75 per cent higher than a year ago, and registrations will probably total around 100,000.

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£1.25m plan to rescue
Lifeguard retains
ban on new business

By Our Insurance Correspondent

A £1.25m rescue plan for Lifeguard Assurance was announced last night which will enable the life insurance group to continue trading, though not to take on any new business.

The fate of the holders of some 120,000 Lifeguard policies has hung in the balance since November 4, when it was announced that Lifeguard had ceased taking on new business because of a capital deficiency.

It became clear after last night's announcement that the rescue plan involves others as well as Lifeguard shareholders, and that the insurance broking industry is moving to save its public reputation along with Lifeguard.

It appeared probable, moreover, that Lifeguard will never again take on new business while it remains an independent group, and that it is likely ultimately to be absorbed into some larger insurance grouping.

In its statement last night the board of Lifeguard said: "The plan currently being pursued, to protect the interests of policyholders, is that the Lifeguard Assurance Group will continue the policy recently announced not to take on any new business, but will operate as a closed fund in regard to business already on its books."

"To achieve this objective, about £1.25m of additional resources appear to be needed and, subject to settlement of

certain related details (which it is hoped will be resolved within a week), there is the expectation that such a sum will be made available to Lifeguard by certain firms in the insurance broking industry under the lead of those who are shareholders, by others connected with the company and by individual members of the board."

Lifeguard's troubles have been the cause of some embarrassment to Lloyd's of London, the insurance market, because the life insurance group was originally set up in 1964 by a group of Lloyd's brokers, underwriters and syndicate agents. However, the shareholdings have since become greatly fragmented and the original 30 holdings have now been diluted among 600 or 700 holders.

Even so, it seems likely that some Lloyd's brokers, not necessarily connected with Lifeguard at present, will be among those who come to its aid under the rescue scheme as a preemptive move to preserve Lloyd's worldwide reputation. It was not clear last night whether Lloyd's Life, the "in-house" life assurance operation at Lloyd's, may ultimately be involved in the solution for Lifeguard, though the possibility is not ruled out.

The £1.25m will go in as "non-liability" funds (not as a loan) and will take the form of share capital or as "donations" to cover the deficiencies caused by so-called new business strain arising from new Department of Trade regulations.

Whitehall and the receiver, workers had been formally told of the decision a week ago.

The Aircraft and Shipbuilding Industries Bill, which received its first reading on Thursday, provides for the establishment of two new state bodies—British Aerospace and British Shipbuilders.

It remains largely unaltered from the Bill first introduced in the last parliamentary session, which failed to make progress because of the congested timetable.

Both industries have fiercely opposed rationalization from the outset of the Government's plans. The Opposition is committed to fighting the new Bill, and the measure could encounter difficulties during committee stages.

The changes in the financing arrangements for British Aerospace (which will embrace, among others, British Aircraft Corporation and Hawker Siddeley) involve lifting the finance limit to £175m, extendable by Order to £250m, an increase of £50m in each case. This is designed to allow for the need to refinance, after vesting day, certain large pre-existing debts of the company.

Other modifications from the original Bill are the exclusion of companies which have gone into receivership or liquidation before November 21—the reason for Drypool's exemption.

After representations from both industries, one of the safeguarding provisions in the original Bill, being revised while there is to be provision for payment of compensation stock on account at the discretion of the Industry Secretary.

There is also provision to reduce the level of compensation paid to those companies saved by the Government from liquidation or receivership in the period before vesting day.

The Shipbuilders and Repairers' National Association in a statement last night reaffirmed its intention of fighting the Bill, and said: "Nationalization is not the right way to help the industries and in certain respects could actually damage them."

The Amalgamated Engineering Union at Hull is planning a one-day strike of its 8,500 members next month in protest against the Government's decision not to nationalize the Drypool group shipyards at Hull, Beverley and Selby, Yorkshire. More than 1,000 jobs are in jeopardy.

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Year ended 30th September	Per Share Earnings	Per Share Dividend	Per Share Asset Value including 100% Currency Premium
1971	5.71p	5.75p	281.4p
1972	5.87p	6.00p	331.8p
1973	4.70p	4.30p	303.1p
1974	5.36p	4.50p	163.8p
1975	5.69p	4.80p	273.6p

The figures of earnings and dividend for 1971 and 1972 are not comparable with subsequent years owing to the change in the system of taxation.

Total Net Resources	£59,827,518
U.K.	60.0% North America 31.0%

Points from Mr C. W. Garnett's review

—The year to 30th September, 1975 has shown a very welcome improvement in the leading stockmarkets of the world. In most major economies inflation rates have, temporarily at least, declined and in the UK the acceleration of the inflation rate has been halted.

—The Board recommend a final dividend of 3.05p which together with the interim dividend of 1.75p makes 4.8p against 4.5p last year. Earnings per share are 5.69p (allowing for conversion of the convertible ordinary shares) leaving the increased dividend adequately covered.

—The Board consider that a heavy overseas weighting, both direct and indirect, continues to be desirable and will continue to be so, until the economic performance of the UK is on a par with that achieved elsewhere in the free world.

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Prices go ahead



A Christmas
